The Great Cycle News Shock Test PAGE 26

CYCLE NEWS

WEST

Volume X : Number 42 : October 30, 1973 50¢

Adolf über alles at Road Atlanta PAGE 12

BLM gets protested PAGE 8

School Days: Making the varsity motocross team PAGE 6

Newspaper

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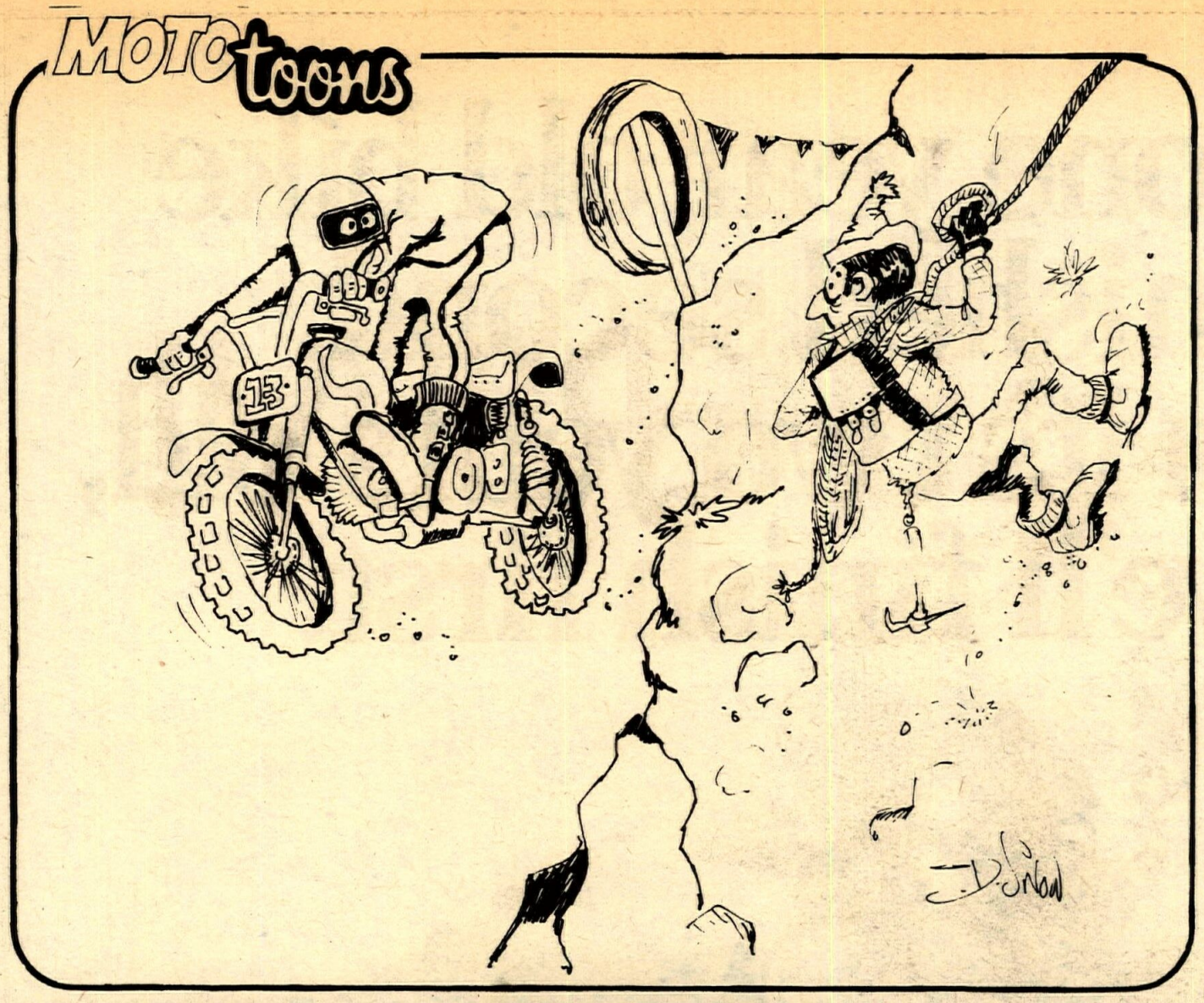

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ON THE COVER: Future skindiver groans in agony as he attempts to turn the nut the wrong way.
Photy-graphics by Johnny Huetter.

VOICES OF THE WEST

Dare Ya To Print This!

I have been a motorcycle enthusiast for a good many years on and off the pavement. My wife and I compete in all the District 37 desert events we can. Your newspaper has always been dearest to our hearts when it came to "sickle litterture". But I feel compelled to let you folks know just how we have felt lately about the end result of your diligent efforts.

In a word folks...it's pretty *drab*. I'll admit that your reporting is always beautifully accurate, but at the same time it's painfully predictable. Right now you're probably asking yourself "What the hell does this guy want"? Since my family is very much interested in the desert scene, let's take that situation for an instance. Of course we wanna know who won the race and all the relevant action. But what happened to the colorful reporting for which you folks are so famous? You'll often even feature a nice large picture of Joe Wellknown even if he DNF's *(that's drab!)*. Usually there will be a caption explaining the bike trouble or whatever. When all the while us guys out there know that the big sponsors tell their hotshoes to DNF rather than finish poorly.

My idea of color in reporting is maybe a picture and a mention of a long time Novice making his first point ride after years of trying. After all there's about 650 of us riders out there every Sunday you know. Or how about an honorable mention for the 175 Amateur who won first in class and 20th overall? That fella was hookin' it too. For my money I'd rather see more of the above type of reporting and less of the type that tells me that ole Mitch Fishinrueter broke a foot peg while running 50th at the bomb with accompanying photo.

With all due respect for your talent and skill we hope that you can lean a little more toward our point of view. If not — we will search around for something a little more interesting to read and discontinue our subscription.

GALE EDWARD EVANS
Hesperia, Calif.

You're mostly right, Gale. Check the desert coverage on pages 11 and 32. By the way, since you obviously know your way around a typewriter as well as a pucker bush, can we count on you for some occasional non-drab desert reports?...Ed.

If We Ran Ontario

The world's most exciting motorcycle races and the top road racing riders from all over the world competed at the 3rd Annual Champion Spark Plug Motorcycle Classics this past weekend. As the Public Relations Coordinator of Ontario Motor Speedway, I would appreciate hearing from you with suggestions and copies of the coverage you gave the event. In this way, we can access the degree and field of coverage.

We want to make Ontario Motor Speedway "Your Speedway". It is one of the greatest motorsport facilities and we want to continue with the excellent coverage you have extended us in the past. The remainder of the yearly schedule includes the 4th Annual Supernationals, November 16-18, and the 5th Annual "500", March 10, 1974.

Again, thank you for your participation at the Ontario Motor Speedway.

SUE OVITT
Public Relations Coordinator
OMS

You're welcome. We, too, think that OMS is one of the potentially finest motorsports facilities in the world. The problem is that it isn't set up for spectators. If Ontario were "Our Speedway" we'd make it better for spectators. Put grandstands down in the turns where a watcher can see. Get rid of some of the tall fences where they aren't needed and only hinder vision — or put seats where you can see over the fences from close up. Put bleachers where more than one turn can be seen, like in turn twelve. From there you could see turns 10, 11, 12, 14 and 15. The inside of turn nine would be interesting too. Ontario is a superb racing facility, but no one will come to the best racing in the world if they can't see it...Ed.

Where's Professor Bailey?

I am interested in Gary Bailey's MX school, but I do not have his schedule. Would you have this information or know where I could obtain it?

ANN POWELL
Redlands, Calif.

Gary seems to do most of his teaching in the east and south, but perhaps he'll head west this winter. We suggest you drop a line to Bultaco International, Box 62452, Virgina Beach, Virginia 23462. They should have his schedule...Ed.

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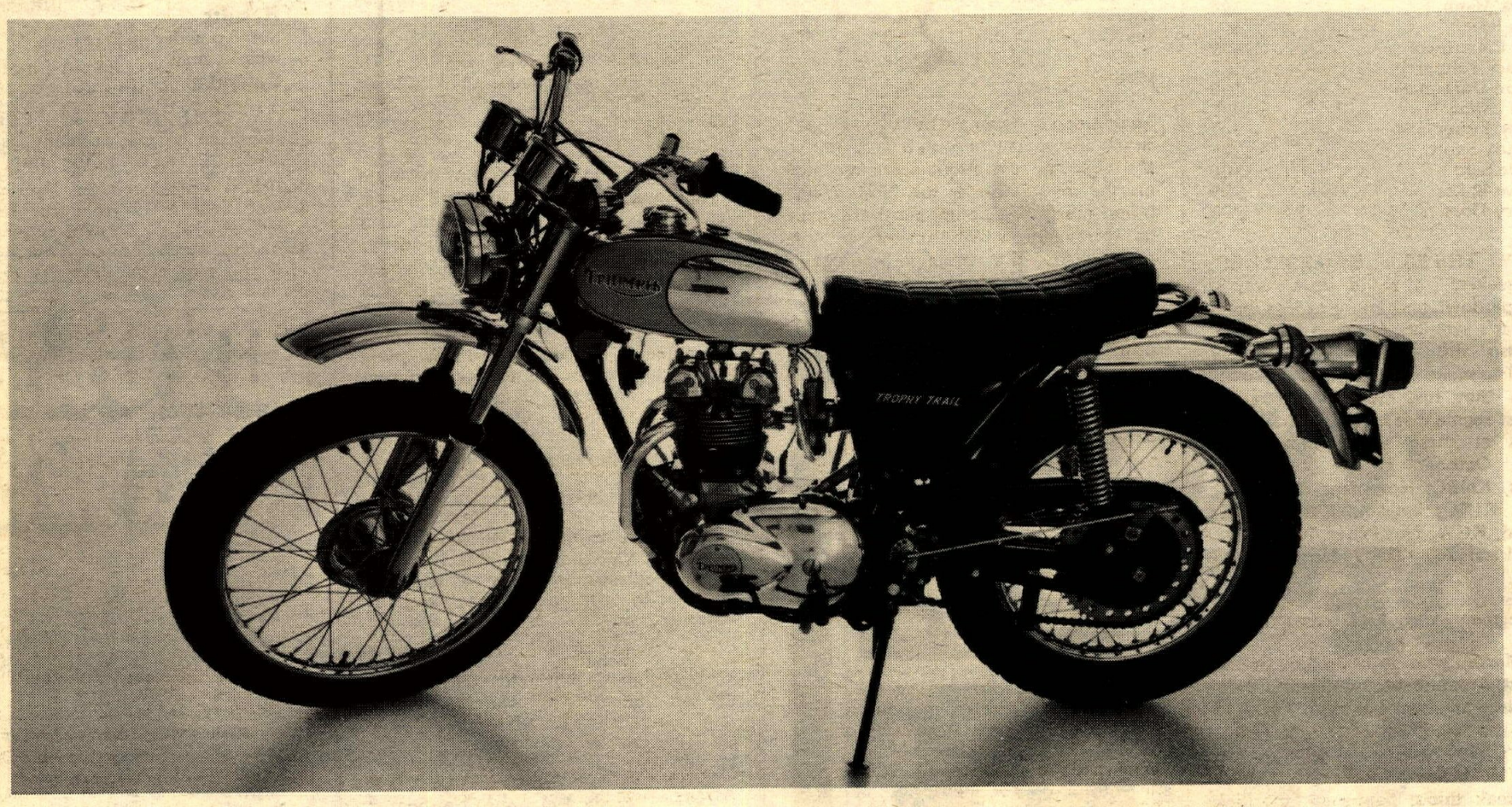
Our one year old bike finished second. When it's two years old, we'll finish first.



The Triumph TR5T Trophy Trail, a brand new bike in 1973, carried the British team to 2nd place in this year's ISDT.

If it weren't for an untimely flat tire we would have been number 1.

Not bad for a freshman machine.

But just wait until it's a sophomore. We're going to bounce the Czechs.

Our showing surprised a lot of people. But we expected it.

Some have said that the Trophy Trail just wasn't a competition machine.

But we pitted our virtually stock engines, transmissions and frames against the best of the 2-strokers...the Huskys, Monarks, Bultacos, Ossas, Montesas, MZs, Pentons, Yamahas, Kawasakis, Suzukis, Maicos, KTMs and Hondas.

We changed to our off-the-shelf, quick-disconnect wheels and we creamed them!

Four-stroke dependability really paid off.

Only the team from Czechoslovakia finished ahead of us. But in 1974 they're going to be staring at *our* tailpipes.

Our big Triumph TR5T's and our little Rickman RI25SD's are going to make the mighty turn humble.

The British are coming! The British are coming!

A whole different feeling.

TRIUMPH

THE LATEST POOP BY PAPA WEALEY

Suzuki has won the first FIM Formula 750 road racing championship. Barry Sheene did it on a watercooled triple, taking second at Montjuich in Spain.

Bet you thought that the National season was all done and the points were all settled and laid to rest. Noop. Scott Brelsford demanded a hearing on the Atlanta National Mile – which you'll recall was called because the track was so dusty. It was decided that the race would pay National points and Scott Brelsford was awarded the dubious distinction of winning a four lap National where the competiton pulled off rather than endure stupid, dangerous track conditions. After all the shouting is over, Ken Roberts emerges (by our tentative, unofficial reckoning) with over 2000 points. Here's how it looks:

1. Ken Roberts	2014
2. Gary Scott	1241
3. Gary Nixon	887
4. Mert Lawwill	839
5. Don Castro	812
6. Rex Beauchamp	701
7. Gene Romero	584
8. Dave Aldana	546
9. Scott Brelsford	543
10. Dick Mann	504
11. Jim Rice	492
12. Kel Carruthers	489
13. Chuck Palmgren	437
14. Yvon DuHamel	433
15. Jim Evans	395
16. Gary Fisher	391
17. Randy Scott	375
18. Dave Sehl	306
19. Steve Baker	305
20. Terry Dorsch	258

MARTY TRIPES, THRILLSEEKER. "Thrillseekers", the TV show, was at the Superbowl and chose as its subject last year's winner, Marty Tripes, who was also this year's winner. They decided to make the show two segments because they had chosen the winner. The first segment is coming up on these stations at these times: San Diego, KFMB, October 29 at 7:30; Los Angeles, KNBC, November 4 at 6:30; Seattle, KIRO, November 4 at 7:00; Portland, KGW, November 10 at 6:30; and Bakersfield, KERO, November 15 at 7:30.

Can pregnancy be considered pollution?

Mike Marsh, who took fourth overall and first Amateur at the Check Chase, didn't have an easy time of it. The night before the race, Mike arrived at his sponsor's, Guy Louis, to pick up his Husky. He kicked it over and one of those freak things happened, the kick starter broke. They worked until 3 a.m. putting the bike together. Mike still had to drive to the start, so you know how much sleep he didn't get. Pretty spectacular.

Probably nobody built the old four-stroke singles as fast and mean as Al Gunter. He is now building strong 250 and 350 four-stroke Honda singles. It's another indication that the four-stroke revival is just about over as a phenomenon and with us as a general part of the scene. Al has a new shop full of all sort of impressive go-fast equipment at 711 West 16th in Costa Mesa, California, and if his new big singles are anything like his old ones, hang on. Look for a CN dyno test of one of the Gunter-ized 350 four-valve Hondas. Everybody knew they had potential.

We believe Willi Bauer was at the Yamaha banquet honoring new AMA Grand National Champion Kenny Roberts. Almost everybody else was.

HE MAY RACE FOREVER – AND WIN. A few additional notes on one of the U.S.'s greatest motorcycle competitors, Dick Mann. Probably not too many people thought about it but Bugs was the only person in the country to qualify for the InterAm international motocross series, qualify for the ISDT team (then nobody would give him a ride) and finish in the top ten in AMA Grand National Championship competition. It's becoming an increasingly inescapable fact that Bugs can do anything well on a motorcycle that he sets his mind to. Rumors of his retirement have obviously been premature.

Standardized Japanese-built forks and shock absorbers will soon be available in the U.S. for just about every machine on the market under the "Red Wing" brand label. The components are made by Marubeni which makes a large portion of the original equipment suspension on Japanese motorcycles. Now whether this is good or bad depends on how well you like the original suspension on your Japanese bike.

All you bicycle MXers who have been wondering what became of the races at 7th and Bellflower in Long Beach, be advised that the new site is at 7th and Studebaker. A new 8-week series begins November 3, with lots of MX goodies to be awarded at the end.

The cattleman's steel hoof award for Best Beef Barbecue of the Year goes to Ken and Judy Maely.

After years of Americans trying to achieve the physical shape and skill to match the European riders in 45-minute GP motos, the Czechs have now proposed that the World Champion Grand Prix for motocross be contested in three 25-minute motos. The ostensible reason is to increase crowd appeal. However, CZ has picked up a lot of good places, including wins, in the longer 45-minute motos simply because the bikes have kept running when others quit. It seems they are unnecessarily giving away the advantage of their own machinery. The 25-minute motos would also put even more emphasis on a good start rather than the other skills that make a good motocrosser. However, it is a quicker overall program to run off two 45-minute motos in an afternoon. The proposed measure will come up for a vote at the FIM congress in Madrid this month.

Eric Cheney says he can only afford 3000 British pounds to sponsor John Banks on the Cheney-BSA in 500cc World Championship rounds next season. It costs about 8000 pounds (approx. $20,000) to contest the entire circuit including a couple of bikes, travel, etc. Clever mathematicians will note there is a 5000 pound difference in those figures. The balance John hopes will come from a special fund set up to sponsor him and the only four-stroke still competing in World Championship motocross. Britain keeps trying to keep its head above the waves.

MX TRIVIA (ASTOUND YOUR FRIENDS AND CONFUSE YOUR ENEMIES!) Roger DeCoster has won both the Motocross des Nations (for 500 class machines) and the Trophee des Nations (for 250s) for the last two years in a row. He led the four man Belgian team to victories each time. He was also World Champion both those years, of course. We don't know what else to say.

The Motorcycle Association of the State of Sonora, Mexico is having their annual "Gran Carrera de Motociclismo" this coming 17-20 November in the town of Hermosillo. The association president Rodolfo Soto has extended a general invitation to all U.S. motorcyclists and, particularly, clubs to attend this event. The invitation was extended some months ago but we just got around to translating the Spanish. This event apparently includes in-the-street road racing, a short track and a motocross/scrambles, though we won't swear they'll all actually happen. You can write to Rodolfo at Yanez 167 y 6ta. Privada de Yanez, Colonia Modelo, Hermosillo, Sonora, Mex. Phone: 3-75-62. Some staffers have been to Hermosillo and it is one of the cleanest, most modern cities in Northern Mexico. Allow about 12 hours to drive there from the L.A. area. Sure sounds like fun. ¡Arriba! and all that.

According to statistics that the Department of Consumer Products and Affairs (which seems to be a new government bureaucracy) has released, bicycle riding is the most dangerous thing around, accounting for over 350,000 injuries that required hospital treatment last year. Discounting the "official" AMA insurance statistics and other eyewash, that makes motorcycling sound a lot safer. But you don't hear too many people complaining about how dangerous bicycles are. They clearly have a better P.R. man.

The Dirt Diggers' Grand Prix at Hopetown is the last one remaining for sportsmen on the 1973 calendar and the last time the famed event will be run at Hopetown. We hope the Dirt Diggers will assign start rows and numbers strictly on the basis of receipt of entry so the ridiculous situation of 325 Bultacos lined up behind 500 Triumphs in the same race won't be repeated. Ordering of bikes by cc displacement just doesn't make sense with the smaller two-strokes putting out more horsepower than their larger four-stroke competitors. Nor is it fair to riders who mail in early and still have to eat dirt from the back row. It's potentially dangerous, too, as the faster bikes accelerate past the older thumpers at the start.

Doug Bingham of Side Strider is organizing the Second Annual Sidecar Rally, which will benefit M.O.R.E. Jim Manning, M.O.R.E.'s articulate vice president, will speak to the masses assembled for the picnic and activities that start at 10 a.m. October 28. It all takes place at the Crystal Springs Picnic Area in Griffith Park. Doug has more information at 213/781-9908.

KISS THE FLAG OR DIE, COMMIE! Many of the FIM representatives and member national federations were not very favorably impressed with the AMA's management of the recent ISDT in the U.S., despite a lot of American mutual back-slapping. To quote directly from the very correct, polite language of the Bulletin of the 1973 FIM Congress, "Many questions will undoubtedly arise from aspects of the organization of this event. (The ISDT) Many of the difficulties, understandably, were due to the new organizers experiencing difficulties themselves or not fully appreciating the exacting requirements of the I.S.D.T." Nobody around here thinks the FIM has any special insight into great truths but maybe the AMA ought to figure out what they did wrong before we all get carried away congratulating ourselves. Everybody has something to learn, including the non-U.S. federations.

One of the most influential motorcycle designers of all time passed away late this summer. His name, Edward Turner, is known only to a few cognizant enthusiasts. He is the man who designed the Triumph Twin, which has remained basically unchanged in concept and layout since 1937 when the first one appeared. Mr. Turner subsequently joined the Ariel company where he was also the man who designed the Ariel Square Four. It is almost impossible to name a man who had such a marked influence on motorcycles as a single individual. He was chief designer for BSA-Triumph before retiring.

We're waiting for Preston Petty or one of the plastic goodie companies to come out with plastic bones and plastic joints for motorcycle racers. Sure would be handy.

We understand that the so-called "UFOs" sighted over Ohio are actually spy ships working for a leading motorcycle publication that has previously been accused of spying in that area. Cycle News is now trying to get a machine for the first published test.

Any motorcycle manufactured after 1987 must have a sound level of 70 dbA to meet California standards.

Somebody should pick up the entire American flat track circus and export it to Europe for a tour. They'd freak out over it, having never seen anything quite like it.

DIRTY MOVIES: There will be free films about off-road riding offered at Barnacle Bill's, 1846 Huntington Drive in Duarte, California, on October 30 at 8 p.m. Motocrossers, desert riders, and enduroists will all be featured on the silver screen.

The Hawaiian Road Racing Association has gone AMA. Their first race under the new regime will be on November 4.

Alas, Hayward Speedway is gone. It's gates are closed and it has been torn down.

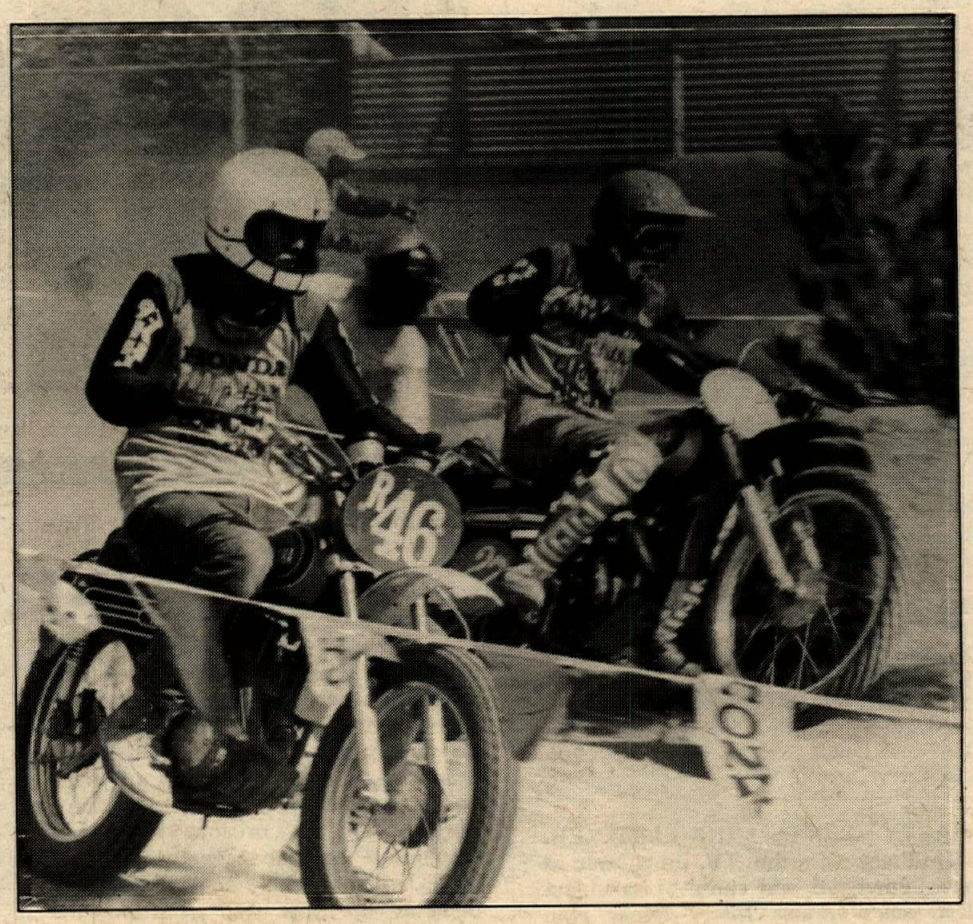
The National Motocross Association, a fairly familiar club in the East, has joined with Escape Country to co-sanction all their events. There will be local, regional, and national events.

Attention Cycle News Thieves: Yes, the ones who, at 8:58 p.m. October 16 bashed in a Cycle News rack in a daring raid in front of the CN office in Signal Hill, then dashed into a Yellowish van for a getaway; we found out who you are. A crack CN staffer inside the building got your license number. We're going to get you for busting our rack. Now aren't you sorry for your decadence?

Berm Shots in the School Yard

Is motocross going to be the national sport?

Note the trials universals.



Competition was often close. Everybody had a rooting section.

By Art Friedman

GARDENA, CAL., OCT. 17

A couple of weeks ago I was discussing with a fellow journalist the comments of a friend who maintained that motorcycling was on its way to becoming the national sport. My friend argued that more people participated in motorcycling on a given weekend than any other sport; that their commitment in terms of time, money, energy, and risk was greater than found in any other sport.

My journalist friend listened while I made the points supporting my friend's thesis. Then he said, "Nothing can be called a national sport until it is a part of the athletic curriculum of every high school and you become the school hero by being the hottest shoe on campus."

I replied that almost every week Cycle News gets a call from some high school asking us to cover a motocross that they're holding. High school motocross is now so common that we can't even send staff to cover Friday events, since the pressue of Monday deadline is upon us by then.

This week we were informed of a motocross being held on Wednesday, one of our days of less pressure. Junipero Serra High School, an all male school in Gardena, was having some HSMX.

The high school sent some high pressure salesmen out, and Honda, Curnutt, Hockie's, "Motocross Action", KHJ radio, Motocross Engineering, and Cycle News all got into the act. A graduate from the class of '72 returned to blow off the locals. Dave Pessy, mounted on his 125 Elsinore, got a little warm up for his usual Wednesday night stint at Ascot. Pessy won every class he entered. He was pulling his punches in the last race, but the guy that he let lead got a bit overzealous on a berm and Pessy was gone.

Between the two sets of motos, the luke-warm shoes from "Motocross Action" magazine, Paul Boudreau and Pete Maly, teamed up with Russ Darnell to show off for the all-male crowd. Maly wowed 'em with his flash-the-peace-sign wheelies.

The course layout probably caused the school track coach to go home and shoot himself. It used most of the quarter-mile flat track (when are high schools going to have short track races?) that all high schools seem to have for track meets. The course was improved with a couple of piles of dirt and a haybale chicane. One of the quarter-mile turns was incorporated so Pete Maly and Dave Pessy got to demonstrate their flat-tracking prowess. The big scars left on the first turn of the 440 probably brought tears to the eyes of the track coach. Their were two excursions per lap off the oval into tight, bermy country.

It was unfortunate that Pessy was there. He took all the up front positions on his Honda, showing up all the locals and leaving only the lesser second place glory to be debated.

Even so, there were some spirited contests for the wins during the two sets of five lap motos. Honda four-strokes dominated most of the lightweight classes. Enough people got excited so that it seemed to be worthwhile. The flagmen were using their yellow flags to encourage their friends to gas it. The riders seemed to understand.

A few crashes took place. The most spectacular occured when someone demolished a haybale at the end of the straight. He did it right in front of the grandstands, which was considerate. Nobody (except, of course, the track coach) got hurt.

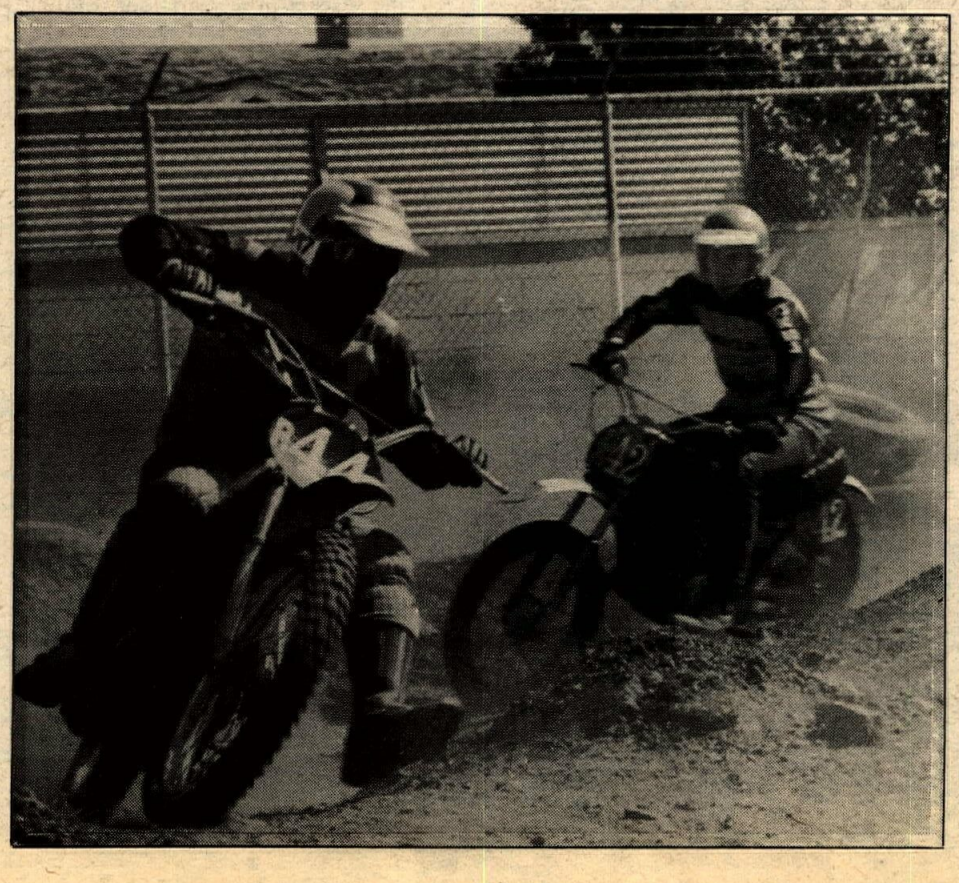
The trouble with a boys' school is that there're no tootsies to impress, but that's racing.

The beat goes on. There will be more high school motorcycle races. Whether or not it's a passing fad remains to be seen. If the trend continues, then my friend will be proven right, motorcycling *is* on its way to being Number One. ●

This Honda mini led the second moto of the 100 class, much to the satisfaction of the spectators. That little dude was really getting around.

Class of '72 graduate Dave Pessy (2D) showed up and dusted off the locals. It's too bad because it should have been the students who were the stars of the show, not a pro.

Honda four strokes dominated the 100 and 125 classes. The little boomers had something besides numbers in their favor.



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The Great BLM "Desert Plan" Protest Rally

By John D. Ulrich

RIVERSIDE, CAL., OCT. 13

"Well, we asked for public comment, and I suppose this is one form of public comment," Bill Flint of the Bureau of Land Management said as he watched an estimated 3,000 people in hundreds of vehicles covered with protest signs pass the BLM Riverside office time and time again.

"It shows a lot of people are concerned," Flint continued. "Whether or not this will be viewed as constructive input remains to be seen. There will be a desert plan, but it is already being changed due to input on the proposal."

They came in Cadillacs, Jeeps, motor homes towing dune buggy trailers, Volkswagens towing motorcycles, pickup trucks from the late thirties and the early seventies, on motorcycles and even a few on foot. They had started their journey to "Protest the Biggest Land Ripoff Since The American Indians" in San Diego, Las Vegas, Texas, Los Angeles, Pasadena, Bishop, and a thousand points in between. They filled the streets in a giant loop route through Riverside, packed local parking lots, drove the cops (trying extremely hard to avoid any problems) to fits of throwing their hawgs around corners on the front wheel and one floorboard in exasperation. They amazed the citizens of Riverside and bewildered the children. But whatever they did, they did peacefully.

To the men, women, children, and dogs brought together by the Joint Council For Off Road Use of Public Lands, the BLM Desert Management Plan was not a Management Plan at all, but a "rip off", a case of the public land being "stolen" from the public. Most of them didn't seem to be interested in much but stopping the "rip off", and they were very dedicated to doing so in their way.

Their way was to demonstrate. Much of their anger was aimed at the conservation oriented Sierra Club. Many of the people attending the protest rally seemed to think that everything that was happening, especially the Desert Plan mandated by Richard Nixon, was really the work of the Sierra Club. "They" (the Sierra Club) were trying to close the public out of public lands.

ORV group representatives present, including Bob Ham of both CORVA and M.O.R.E., Jim Manning of M.O.R.E., Dave Beckett and Dick Moon of The Joint Council For Off Road Use of Public Lands were very proud of the showing of people "doing" something for the "cause".

Realistically speaking, getting all those thousands of people into an auditorium to discuss specific objections to the Desert Plan, putting together a list of specific objections to the plan, and then moving on to the BLM office to present those specific objections would have been more effective, for sure. Also realistically, it would have been harder to get those thousands of people to do that rather than ride around with their pals, wave signs, sign petitions expressing the general idea of "We are against it" (which were made worthless by the signatures of children anyway), and pointing fingers at the Sierra Club. It's much more fun to do rowdy things like that than it is to work on specifics.

But for all its shortcomings, name calling, and manifested hate, the demonstration was something never before seen. Joe Middle America piled his family and pets into the family Jeep, hustled down to Riverside with a can of paint and some posterboard, and had himself a genuine demonstration, ala Berkeley in the Sixties. It's bound to have blown somebody in Washington away... ●

Georgia shoe Roger Crump (Tri) beat the best western Juniors at Tulare.

Texan Mike Kidd edged John Hateley for the Expert win.

Tulare Regional

Invasion from the South

Photos by Dan Mahony

TULARE, CAL., OCT. 13

Randy Scott sewed up the Western regional title with a third place finish today, but Southern boys Mike Kidd and Roger Crump were the respective winners in the Expert and Junior events. Kidd was pushed hard in the Expert main by John Hateley, who finished second.

Tod Sloan and Paul Bostrom were involved in a bad crash that sent Sloan to the hospital with serious back injuries. Bostrom was not badly injured.

Eddie Wirth came in fourth, followed by Ron Moore, Jim Rice, Frank Gillespie and Tom Rockwood.

Roger Crump, Dixie Rider of the Year in '72, managed to break the domination of western Junior aces John Gennai and Rick Hocking. Gennai took the lead but went down in the first turn, requiring a restart. Crump wired the second go from flag to flag, followed across the line by Hocking and Gennai.

The Novice man went to Yamaha mounted Skip Aksland, putting at least one Californian in the top slot for the day. •

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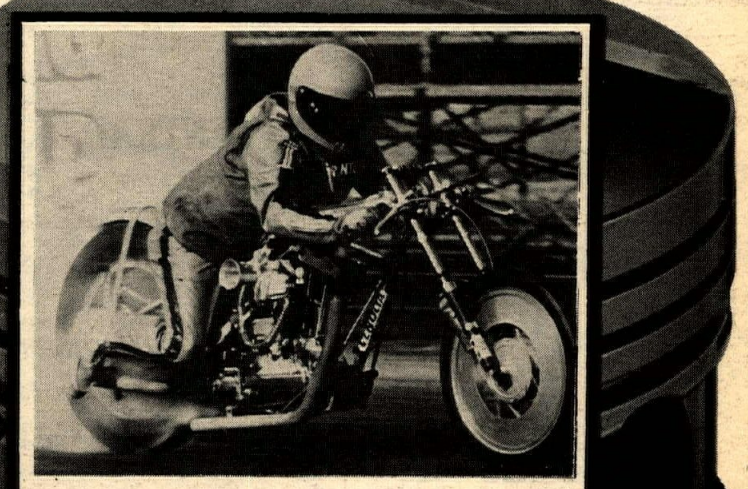

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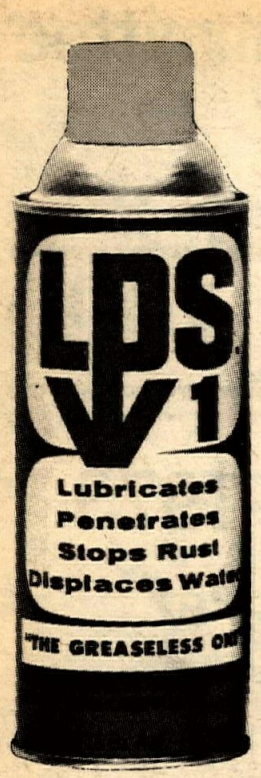

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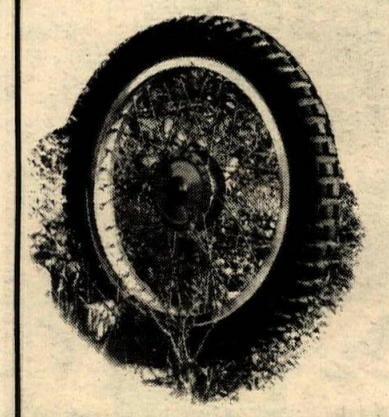

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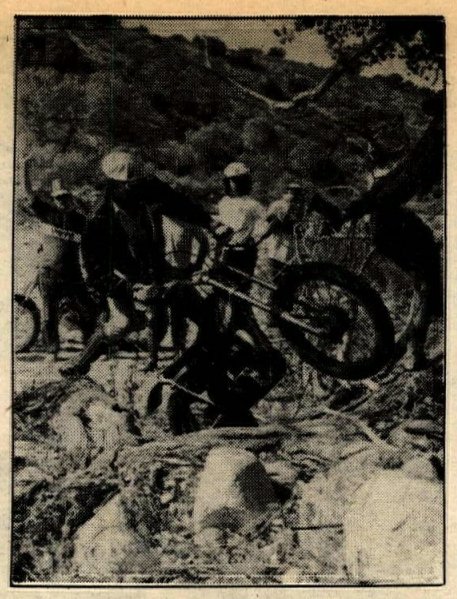

If you look closely, you'll note that it isn't like the first turn at the Ascot Half-mile.

V.O.T.E. Observed Trials

By Ronald Szilagyi

ACTON, CAL., OCT. 21

The sections by the Valley Observed Trials Enthusiasts for their observed trials today were extremely tight and almost incredible. The Masters took close to two and a half hours to complete their first loop of several. Mark Egger's OSSA went sour on the second loop right when he seemed to be setting the standard. Mark went through two of the most difficult sections without dropping a point which was better than anyone else. Because of the extra time needed on the first loop, California Champion Marland Whaley (Mon) was penalized 10 points for failing to appear at Section One, (which had a terrible four foot log jump), before it was closed down. Steve Grahm crashed on the section the first time around, falling on his bad left leg and bending his left rear shock, a Sammy Miller item.

Tree limbs, roots, and logs were used to create the worst sections. In a stream bed where the flood waters had washed the sand and gravel from the roots of a large old tree, emotions ran high. Phil Smith (third Amateur) was worried about the possibility of his crashing upon a bad limb in this section and offered to accept monetary contributions to insure the removal. Later it had disappeared. But even with that obstacle gone only Mark Egger cleared it without putting his foot down. There were a few ones and twos but almost everyone went down for the five count.

For those who like to get their feet wet, a stream provided some wet, windy, (but not so difficult) sections.

First Amateur Larry Barr (Bul) tied with Doug Bradbury (Bul) with 49 points and 21 cleans apiece. The tie breaker was the number of ones and Larry had five to Doug's three. Doug expects to transfer to Expert before the first of the year, but in his last six rides as an Amateur he still doesn't have a first place trophy. Dave Stanley (Bul) was the top Expert, 28 points ahead of second place Andre Plouffe (Bul).

Ellis Burman (Bul) and Glen Levy (Mon) tied for first place Novice, but Ellis won the elimination. Fred Graham was third.

Bernie Schrieber (Bul) gathered some valued points with a first in the Master class, and this just may be enough to give him a good chance at the 1974 Number Two plate. However, the year isn't over yet and George Smith is improving his style.

First in the Kids A was Derreck Bernard, and Kids B went to Robert Burman. The kids and women had a fun loop to themselves. •

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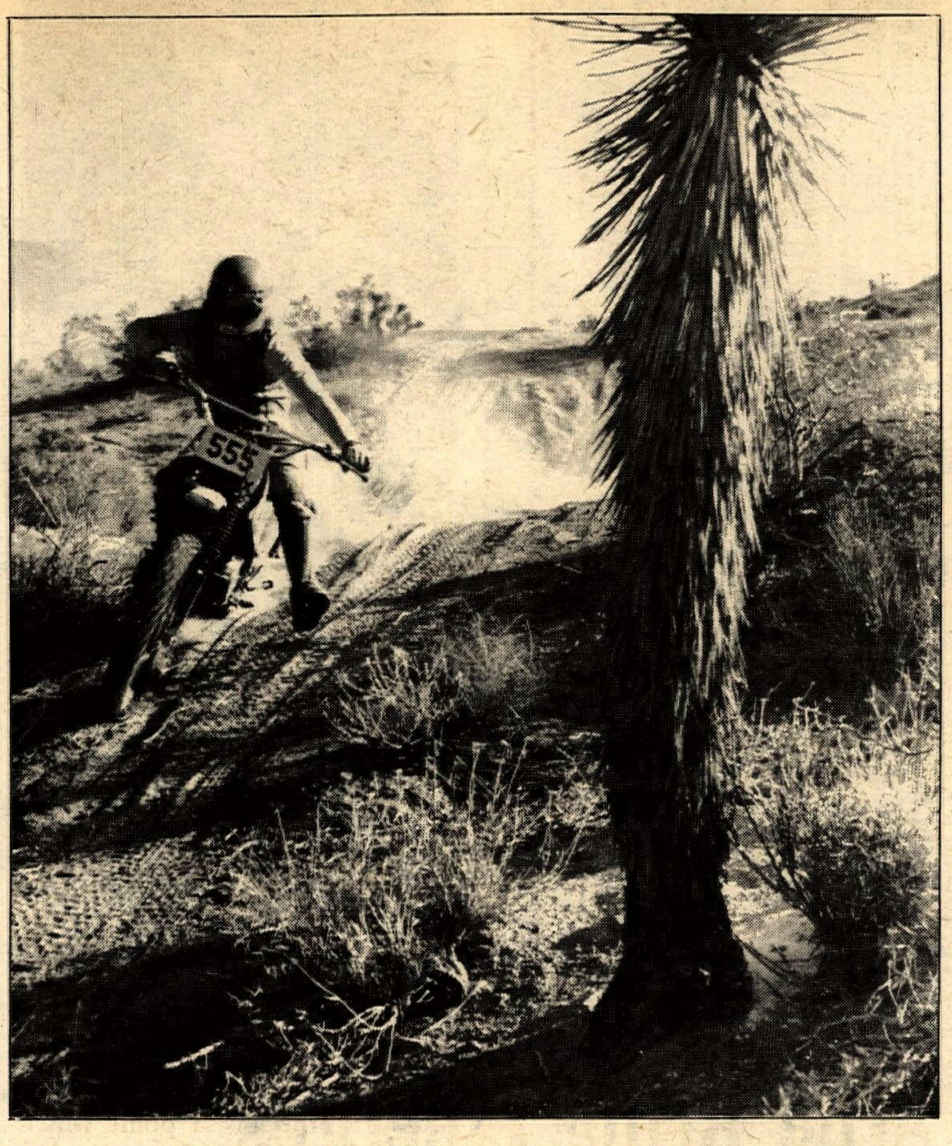
Mayes & Fishback duel in desert



Wayne Cooke (Hon) grabbed first 250 Expert and third place overall.

Robertson takes first and last win as a Novice

By Dick Wright

Mitch Mayes on a 400 Husky and Jim Fishback on a 400 CZ battled it out for one hour and 45 minutes, but at the finish it was

Mayes in for the win. Fishback had to settle for a well earned second.

The first loop of the Desert Knights hare and hound was 43 miles with a lot of Hoop-de-dos, sandwashes and rough trails; the start was about 5 miles long to the banner, with lots of trails and almost flat. It was fast for the first three miles, a real drag race for the big bikes, then it made a left turn into a sandwash and headed for the hills.

The first man into the sandwash was Mayes then came the up and coming Wayne Cook on a 250 Honda, then Fishback.

The Novices started 30 minutes after the Amateur/Experts and it was the very smooth and fast Robert Balltine in the leady by 100 yards. He was gone before the next man came over the hill. The first loop took one hour, the leader blasting through the pits was Mayes with Fishback right behind. Wayne Cook was the next man through followed by Dave Lapraik on a new Yamaha. Next came Jeff Wright on his 175 Puch, but he had to fix his brake rod and lost four spots.

The second loop was a fast 38 miles, with an 80 mile an hour fire road. Mayes and Fishback came into check four bar to bar and went out with Mayes holding the trail by a wheel length. The leaders made the last loop in forty-five minutes. Following Mayes and Fishback at the finish was Wayne Cooke, who is really cooking on his new Honda tuned by Tom Sawyer Honda. Then came Dave Lapraik on a 250 Yamaha, followed by Doug Winchell on a 250 Bultaco and Bill Saltzman on a 400 Husky. Jeff Wright diced with Saltzman for the entire last loop, and Saltzman pulled Wright by 10 feet of the finish. Saltzman took third 500 Expert and Wright took first 175cc.

First Amateur went to Bill Becker. Larry Roeseler on a Harley is still the man to beat in the 100cc class as he did it again, finishing 17th overall on this fast course. Jeff Fries was second Amateur in on a 250 Honda. Joe Wesselman picked up first 500 Amateur on a Yamaha and Neil Christman was the second man in the 175 class on a Penton.

Rick Austin was the first Amateur in the Div. 2 class. The first Amateur 100cc gold went to Roger Reed on a Penton. He said, "The second loop was fast, I was able to make up a lot of time." And that he did.

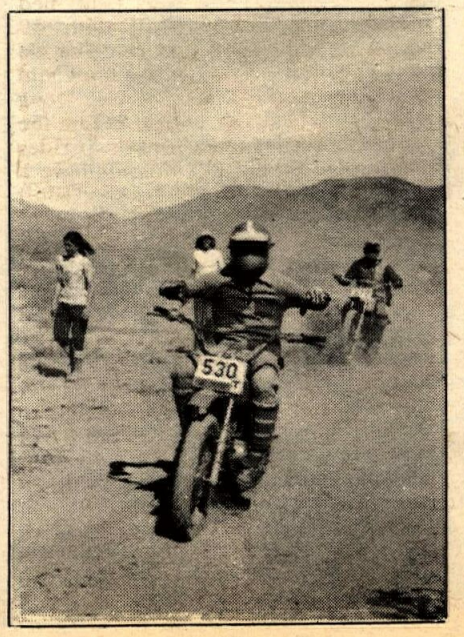
The Novice race was a real see-saw battle. Balltine had the lead most of the first loop, but Casey Perkins was the first man into the pits. He had a long gas check and lost the lead to Lee Elias on a 500 Yamaha. Balltine checked out in second spot and Elias was able to hold the lead all the way on the second loop and came in for the win. This is the first time back after a five-year lay off. "The course was well marked with lots of lime and yellow ribbon," he said.

Balltine was the next Novice in taking second 500, also on a Yamaha. Gary Johnson on a 250 Kawasaki pulled in next to take first 250 Novice, and Casey Perkins was able to pull back up and take the next spot and claim first Div. 2 on his Honda.

Tom Schell was next, taking second 250 on a Suzuki, followed by Dan Harris on a 125 Yamaha taking second Div. 2. After a little wait our 100cc Novice hero came over the rise in a cloud of dust and it was Randy Robertson on his hot Hodaka. Randy is 16 years old and he said, "This is my last transfer ride before going Amateur. I am sure glad I finally got a first place."

The Desert Knights were really worried about their second loop, and had to work twice as hard. It seems the SRA was going to have a run the same day, crossing the second loop, and of course the District 37 run had the BLM OK. The second loop was very well marked; we don't know about the SRA pink and orange ribbon. •

Randy ("Look Man, no hands") Robertson won his first 100 Novice victory before advancing to Amateur.



Results:

1. Mitch Mayes 500 EX (Hus); 2. Jim Fishback 500 Ex (CZ); 3. Wayne Cook 250 Ex (Hon); 4. Dave Lapraik 250 Ex (Yam); 5. Doug Winchell 250 Ex (Bul); 6. Bill Saltzman 500 Ex (Hus); 7. Jeff Wright (Puch); 8. John Gaitz 500 Ex (Yam); 9. Benny Padilla 250 Ex (Yam); 10. Tom Smith 500 Ex (Yam); 11. Morris Norman 500 Ex (Hus); 12. Jeff Kirk 250 Ex (Yam); 13. Floyd Burk 500 Ex; 14. Neil Christman 175 Ex (Pen); 15. Mike Pedilo 250 Ex (Bul); 16. Bill Becker 250 Am; 17. Larry Roeseler 100 Ex (H-D); 18. Bill Friant 125 Ex (Pen); 19. Ron Musice 250 (Bul); 20. Jim Eveland 250 (Yam).

Jeff Fries 2nd 250 Am (Hon); Joe Wesselman 1st 500 Am (Yam); Rick Austin 1st 125 Am (Hon); Bill Campbell 1st 500 (Hus); Mark Wedick 3rd 250 Am (Yam); Roger Reed 1st 100 Am (Pen); Mike Johnston 2nd Div 2 Am; Gary Conner 2nd 100 Ex (DKW); Shawn McKean 2nd 100 Am (Hod); Dennis Schammel 3rd 100 Ex (Hod); Bryon Wright 3rd 100 Am (H-D).

Lee Elias 1st 500 Nov (Yam); Robert Balltine 2nd 500 Nov (Yam); Gary Johnson 1st 250 Nov (Kaw); Casey Perkins 1st Div 2 Nov (Hon); Tom Schell 2nd 250 Nov (Suz); Dan Harris 2nd Div 2 Nov (Yam); Randy Robertson 1st 100 Nov (Hod).

Lee Elias and Bob Balltine compare notes as first and second 500 Novices

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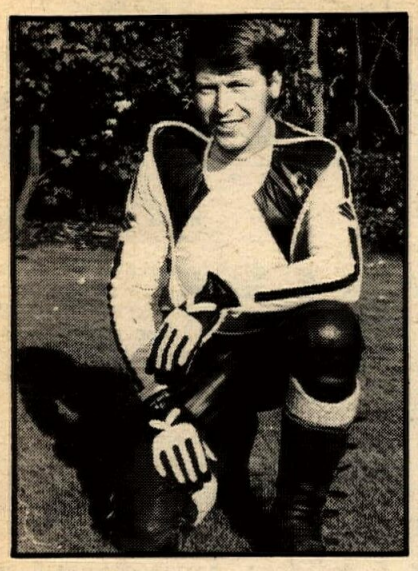

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Bill Grossi (Kaw) stayed upright and won.

Arne Kring emerges but Adolf conquers

By Jim Gianatsis
Photos by Bob Lenk & Gary Van Voorhis

FLOWERY BRANCH, GA., OCT. 21

Adolf Weil, the veteran GP rider with the smooth moves, returned to America and the Trans-AMA series for the first time since 1970

(when he won it all) and today became the first rider to earn a second victory during this fiercely competitive international series. He beat both current World Champions and his fast fellow Maico-mates, Bauer and Wolsink, with a smooth two-one finishing combination. Adolf's performance today put him firmly in the lead for the series title.

The First 500 Moto

Just because it was a well-prepared surface didn't mean Road Atlanta offered an easy track. The hills were pure hell and everywhere it was so rough that even sit down riders couldn't find anywhere to rest. This was John DeSoto's first race after breaking his ankle and though he was limping around the pits, he looked good in practice. Roger DeCoster and Sylvain Geboers were back from Japan and everyone was anxious to see the two World Champions, DeCoster and Hakan Andersson, go at it again.

Then there was this GP rider named Arne Kring who Husqvarna had brought over to be Heikki Mikkola's replacement for the remainder of the Trans-AMA series.

The gate fell for the start of the first 45-minute moto and it was Kring's 360 Husky that blasted to the lead and just plain disappeared as Willi Bauer, Adolf Weil, Jimmy Weinert, Sylvain Geboers, Hakan Andersson and Roger DeCoster looked like they were left holding the bag.

Mike Runyard endoed on the back section downhill and lost almost a lap but was unhurt. Kring kept his throttle pegged and was leaving the rest of the field behind at an unbelievable five seconds per lap advantage. On the fourth lap, he was already lapping the tail-enders and by the sixth go 'round he had built up a half-minute cushion over Bauer.

He looked totally out of context as he flew by other GP riders wearing shiny leathers and fancy chest protectors while this super Swede wore a scruffy pair of pants and a yellow sweat shirt with his name Magic-Markered on the back.

Bauer and Weil built up their own little lead in second and third ahead of Geboers who, by mid-race, began dropping back with bike problems. Roger DeCoster passed Hakan Andersson and took up the fourth position that his Suzuki teammate had left open. The 250 World Champion didn't take kindly to the idea and glued

Maico master Adolf Weil just put it on everybody and wheelied out the door, down the track, past the checkered, etc., etc.

himself to the 500 Champ's back fender.

Hakan stayed with Roger for six laps until the role of jet setter for the past two weeks got to Roger and he slowed up. After dispensing with Roger, Hakan began charging and passed Bauer of the Dynamic Maico duo. Just as he set his sights on Adolf and second position the moto finished.

Coasting his bike across the line, Arne Kring took the checkered flag almost half a lap ahead of Adolf Weil, followed closely by Andersson, then Bauer, DeCoster, Gerrit Wolsink, Pierre Karsmakers, Brad Lackey as first American, then Gary Jones on his new factory GP Maico. Torleif Hansen crashed the factory Kawasaki and packed it in for the day. Jim Pomeroy ran out of gas only two laps from the finish. Jimmy Weinert had been battling it out with Lackey until his engine seized.

The Second 500 Moto

Hakan Andersson and Chris Hammargren are using the Trans-AMA series to try some suspension changes on their mono-shock Yamahas before next year's GP season. After the first moto, both riders had their bikes torn down to have the damping changed and it was looking very doubtful if the bikes would be back together in time for the start of the final moto.

Hakan stood on the starting line and received his bike from a frantic Japanese mechanic 30 seconds before the gate fell.

Adolf Weil blasted to the lead this time followed by Wolsink, Kring, Andersson and Gary Semics. Arne Kring didn't like being anywhere other than first place and he wasn't interested in playing follow the leader, so near the end of the first lap he tried to banzai past both Wolsink and Weil on the off-camber downhill. The net result was that he stuffed himself in the snow fencing at the bottom of the hill and re-injured his thumb. Oh well, there's always next week at Orlando.

On the fourth lap, Hakan passed Gerrit Wolsink, an upstanding professional man, as the PA announcer kept referring to him. Gerrit was looking a little tired and kept dropping positions early. He was passed by teammate Bauer, then Gary Jones, after falling in a turn. Matter of fact, the track had everyone thoroughly pooped out midway through the second moto.

Everyone, that is, except Adolf Weil, who at 35 is probably the oldest rider still racing Grand Prix. Adolf just kept cruising along out front as Hakan tried his darndest to keep up the pace.

The race ended with Weil the winner. Since Arne Kring wasn't around, Adolf also received the overall win and his second Trans-AMA victory. Some motocrossers just don't worry about getting old. Hakan Andersson was second overall by finishing second in the moto, followed by Bauer, Wolsink, Geboers, then Mike Hartwig, who rode fantastically to take top American spot ahead of Roger DeCoster.

Semi-American Pierre Karsmakers had a disagreement with Gary Jones a few laps before the finish which saw Gary stuffed into the snow fence. There were two different versions of what happened; Gary's and Pierre's. Without anyone around to see what happened back in a wooded section of the course, no opinions are offered.

The 250 Class

Throughout the Trans-AMA series young Billy Grossi had proven himself to be the fastest rider in the Support Class except when he was falling down, which seemed to be during every race. Kawasaki came up with the solution to the problem. They gave Billy a detuned bike which was just the trick for Road Atlanta.

Billy led both the first and second 15-minute motos from start to finish. The third moto went to Ron Pomeroy (Bul) but Billy wasn't too far behind.

It was Ron Pomeroy who gave Billy the most trouble all day, but a fouled spark plug near the end of the first moto while he was running behind Billy prevented Ron from being a direct threat in the overall scoring.

Rich Eierstedt (Hon) and Ricky Jordan (Mai) added to the challenge and provided a ferocious battle over third and fourth place to keep things exciting.

The 1973 Husqvarna Trans-AMA Motocross at Road Atlanta was somewhat of a revelation, representing what is, perhaps, the ultimate for motocross racing in the United States. Carlsbad and the Coliseums were neat, but when the tracks were bad, the facilities were good, and vice versa.

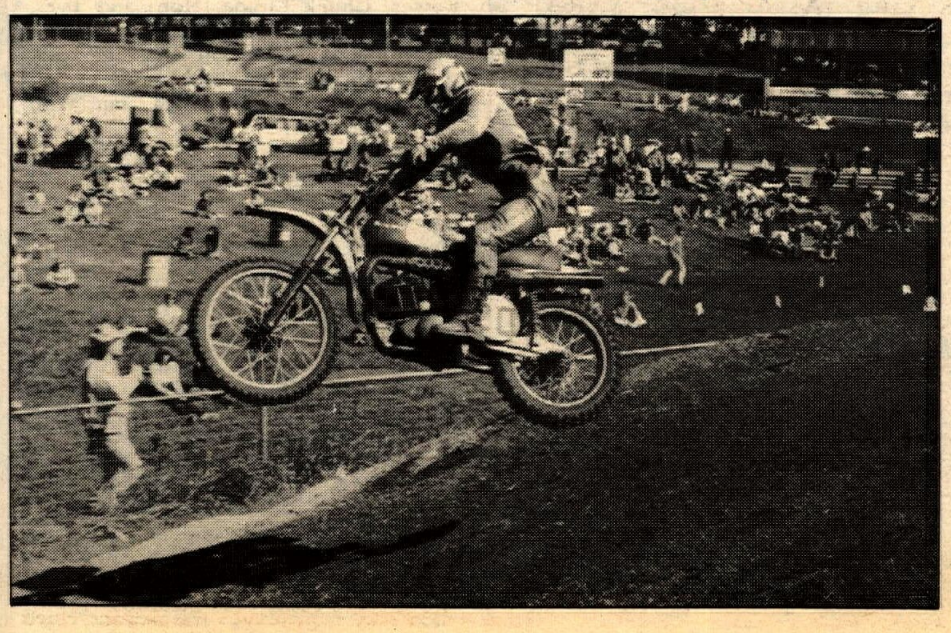
For the 1973 Road Atlanta Trans-AMA, they had Rolf Tibblin re-do portions of the motocross course to make it longer and more challenging. From there, they spent much time and money preparing the course. The track was fantastic and so was the racing. ●

Results:

500 Class: 1. Adolf Weil (Mai (2-1); 2. Hakan Andersson Yam (3-2); 3. Willi Bauer Mai (4-3); 4. Gerrit Wolsink Mai (6-4); 5. Roger DeCoster (Suz) 5-7; 6. Pierre Karsmakers Yam (7-8); 7. Mike Hartwig Hus (10-6); 8. Tim Hart Yam (11-9); 9. Gary Jones Mai (9-12); 10. Brad Lackey Kaw (8-15); 11. Mike Runyard Suz (16-10); 12. Gary Semics Hus (18-11); 13. Jim Pomeroy Bul (17-13); 14. Chris Hammargren Yam (12-18); 15. Jim Cooke Kaw (21-14); 16. Arne Kring Hus (1-34); 17. Werner Schutz Mai (15-21); 18. Sylvain Geboers Suz (34-5; 19. Mark Blackwell Hus (22-17); 20. Tony DiStefano CZ (27-16).

250 Class: 1. Billy Grossi (Kaw); 2. Rich Eierstedt (Hon); 3. Rick Jordan (Mai); 4. Billy Clements (Hus); 5. John Borg (Yam); 6. Ron Self (Mai); 7. Barry Higgins (Kaw); 8. Tom Doherty (Yam); 9. Ron Pomeroy (Bul); 10. Tony Wynn (Hon).

Arne Kring was injury-ridden during the GP season, thought to be finished, came over to replace Mikkola on a Husky and won the first moto going away.



Bradley punched through for top American in the first moto. Yea, 'murka. Yea, Brad.

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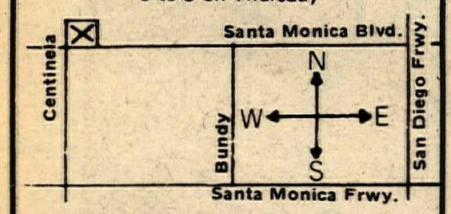

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CRC MX, NRA MX, CMC MX, AME MX

Norb Brown (Suz) topped the Old Timers' Amateur division.

By The Shadow

EAST IRVINE, CAL., OCT. 14

The first visit to the Orange County International Raceway for the California Racing Club of Riverside turned out to be a mild success for the CRC, as the Old Timers Club joined the regular motocross turnout to provide a crowd-pleasing show.

Thirty members of the Old Timers' Club provided plenty of thrills (and a few spills) all day. Because of the large turnout, the Old Timers were divided into two races.

First members of the Old Timers Club to hit the starting line were Novice and Amateur ranked riders. With four trophies up for grabs in each category, there was plenty of hot competition. In the end, Novice winner was Rickman-mounted John Underwood. Second place went to Bill Troop; third place to Phil Hendry (Hon) and fourth to John Webb (Gre). As for the Amateurs, first went to Norb Brown, mounted on a Suzuki. Other trophy winners were Ken Williams (Pen), second; David Chandler (Yam), third and Steve Pyle (Yam) fourth.

Hottest race was the second Old Timers event, with Expert and Master rated riders hitting the track, which has been built to resemble a miniature Los Angeles Coliseum for the "Super Bowl of Motocross". Expert winner was Chuck Berry (Yam), with second place going to Spike Duncan (Yam); third to Joe Pearson (Hus) and fourth to Manny Dauber (CZ). J.L. Siebrandt (Gre) was the number one rider in the Master category.

In a super-hot day of Expert competition, three different Open competitors grabbed first place rides over the three motos.

Pete Smith, riding a Bultaco, opened with a first place, then settled for third and second place rides, which netted him 925 points and a first overall. Finishing in second place overall was Monte Mahan (CZ), who won the third moto, but settled for fourth and second places on his other two rides. Third place was captured by Michael Jackson (Hus) who took first place in the second moto, but had rides of fifth and fourth places in his other two motos.

Mahan, might well have taken a first overall, however, he just got off work at 6:30 a.m. after unloading freight trucks all night. Mahan has to do this to pay his way through college, where he is studying fire science in the hopes of joining the Santa Ana Fire Department after the first of the year.

Final hot race of the day was the 125 Intermediates, where Rick Wiseman (Pen) turned out to be the winner, breaking a 625-all deadlock with his friend (we think) Allan Tilford (Hon) with a first place ride in the final moto. Third place, only 200 points off the winning pace, was Mark Ruelas (Suz).

As for the Novice competition, Bruce Johnson (Yam) grabbed the Open Novice event via a grand-slam ride. Much the same was true in the 250 Novice competition, where Manuel Dauber (Hon) also grand-slammed the pack.

Ted Brobeck (Pen) entered the final moto leading Mike Harris (Hon) by 25 points. However, Harris turned out a winner on the final moto, while Brobeck dropped back to second place. The win gave Harris first place by 75 points.

Competition in 125 Novice, under 16, was equally hot, with Alan Smith (Hon) and Paul Christensen (Hon) tied at 625-all entering the final moto. Smith ruled the final moto, thus taking first place overall by 100 points over Christensen, who was mounted on his brand new Honda.

A few words about the Minibikers. John Gless (Hon) won his final two motos, missing a grand slam victory at 80cc Minibke by a scant 100 points. Kurt De Blasio (Yam) won the 60cc Minibike competition with a grand-slam victory.

Powder Puff winner was lovable Annabella Wood (Hod) who slipped past second-placer Madelene Almeida (YZ), who had a few problems in her first two motos. ●

NRA Motocross

By The Shadow

VALENCIA, CAL., OCT. 13

The Riverside-based National Racing Association (NRA), continued with its Saturday motocross cards and the rider turnout continued to pick-up — slowly, but surely.

Surprisingly, with the NRA offering 100 percent cash payback of entry fees to Expert-ranked riders every Saturday, the turnout in this category appears to be the slowest in taking root. As far as the 30 percent trophy categories go, turnouts continue to rise at a steady rate.

In this day and age where money seems to be so important, there was only one Expert class on hand Saturday, the 125cc machines. There Mike Hill, mounted on a Honda, took the overall victory. Finishing second was Fred Joenak (Bultaco), while a third place went to Sandy Termin (Penton).

And there was but one class of Intermediate-rated riders, the 250cc machines. If anything, it tends to prove the coming competitive classes are definitely 125 and 250cc categories. I'd guess this is because of the efforts of Honda and Suzuki over the past year.

As for the 250 Intermediate class, Mike Sheets, a Honda jockey, ruled the class. Second place went to Dave Krikac (Bultaco), with a third place taken by Russ Hoffman (Honda).

There was even time for a Hooligan Race, with Bob Ehart, riding a 250 Bultaco, the eventual winner.

Last, but certainly not least (these guys often provide most of the day's excitement), a few words about the Junior competitors.

A win at Open Junior went to Tyler Tollstrup (Maico), with a second captured by Jim Fenton. Roger Booth (Honda), romped to the win at 250 Junior, followed past the checkered flag by second-placer Gary Ritts (CZ).

Plenty of hardware up for grabs in the very popular 125 Junior category, with Ed Boggs piloting his Honda to the overall victory. Second place went to Mark Hughes (Penton); third to Lance Hormak (Yamaha); and a fourth to old reliable Kent Parkinson, who was riding something (we think), as the NRA scorekeepers failed to note the make of bike — but Kent still got his trophy. Steve Hadley, a Yamaha pilot, romped to victory at 100 Junior. ●

CMC at Ascot

By John Bethea

GARDENA, CAL., OCT. 10

Billy Payne totally devastated both the 250 and 500 Expert classes tonight via three-for-three sweeps.

His 250 performance was sheer consistency while the riders from second on back dabbed into the scrambling stage. Randy Myers, with a pair of seconds on his Bultaco, came out second which brings him just that much closer to the CMC Championship. His total is now 2209 with second place Nelson Whitehill, eighth in the 125 Expert tonight, at 2035, a spread of 174 points. With only 18 meetings left on the season, it looks mighty big.

Third in the race was Bob Madden (Mai) whose solid trio of thirds topped Bob Hosford's seventh-second-fourth on the four-stroke Honda, a rare item on the 250 Honda scene nowadays.

Payne's 500 sweeping victory was a tougher affair with Bob Messer, also Maico-mounted, dialing on the throttle for close action. In all three races, Messer chased Payne home to the checkered to collect second place cash. Mike Todd (Mai) maintained a narrow advantage for third overall despite finishing fourth in the first two motos. Rounding out the Maico sweep were Tim Lunde and Joe Johnston in fourth and fifth overall.

The 125 Expert class wound up as an agonizing affair for both Bruce McDougal (Pen) and Mark Tyer (Pen) and a surprising shoo-in for Chuck Bower (Pen). Going into the final it looked very tight on points. McDougal had topped the initial round over Bower, Chuck Lunde (Hon) and Tyer. In the second round, Tyer worked for the win with McDougal dropping back to second over Bower and Lunde.

Then came the eventful final with Tyer, McDougal and Bower dicing hard for the lead through three laps. On the fourth, Tyer suddenly pulled out while leading and watched the rest of the race from trackside. Suddenly, McDougal seemed to have it sewn up but half a lap later, he too pulled to a halt and retired, leaving Bower all alone to go on to the overall victory.

Intermediate overall tallies went to Cliff Lett (Hon), Ken Smith (Oss) and Jeff Witherell (CZ). Lett scored his in the 125 class with a one-four-two performance over David Bush (Hon). Smith's was a tidy affair with two seconds, finishing up with a win in the 250s topping Mike Winter (Mai), who won the first two but had trouble in the third. Consistency paid off in Witherell's win over Mike McDonald (Mai), Jeff had two firsts to easily take the 500s.

That Doug Nicol/Tim Ochoa battle continued in the Minicycle class again, with Timmy taking the overall this week when Nicol had troubles and finished last in the second moto. Doug won the other two to earn second.

Greg Toyama (Ban) continues to dominate the 100 Jrs. and he did it with another sweep over 19 other riders.

Final wins went to Paul Needles (Car) in the 125 and Dennis Wrenn (Hon) in the 250. Donald Cox nearly swept the 500 Jrs. but wound up third in the final, still good enough to guarantee the overall win over Greg Mitchell (Yam). Cox was Maico mounted. •

AME Indian Dunes

By John Grout

VALENCIA, CAL., OCT. 5

Following the trend of the past few months, the three motos for 125 Experts once again became a focal point during tonight's AME-sanctioned motocross racing program on the high-speed International course at Indian Dunes Park.

As explosive a bunch as ever sat on a saddle at Thunder Mountain Reservation assembled for moto warfare this evening. The group included Jim Hale, Joe Root, Pug Ferreira, Gary Huber, Mike McAtee, Victor Triepke and Rick Kershaw, among others.

But Hale and Root both retired during different heat races with mechanical problems; McAtee and Kershaw both retired for unknown reasons – though those reasons must have been substantial, what with the tight run for championship points now developing at the Dunes.

Hale, on the swift Penton for Kendick Engineering, nonetheless scored an overall 125 victory, scoring a pair of wins and pushing across the finish line in the remaining moto. While Ferreira, just two points back, finished as first runner-up. Triepke was third, a mere few digits in front of Huber and Root.

Jeff Blix, astride a rocketing Yamaha from Ted Evans' store, walked off with three straight moto wins against the 250 Experts. Among those closest to Blix in the overall tally were Dan Whitlock (Hon), Tom Bates (CZ), Steve Miller (Kaw) and Rob Gorham (CZ).

The overall win for 500 Experts was a tight battle all the way, with Rick Mercier yanking out a narrow decision over Randy Schmitz and Don Ricks. Schmitz, on a fast CZ, led all three divisional motos from the starting gate, but in the latter stages of each event, found himself unable to hold back Maico riding Mercier.

Young Mike Jackson, racing a Honda for Honda of Glendale, dropped the first minicycle moto to Indian-mounted Steve Schmitz, only to return full of run while copping the remaining heats for an excellent overall victory against the squirts in the dirt. Runners-up included Schmitz, Greg Johnston (Hon) and Mark Ballestero (Ind).

Winning their respective 100 Novice and Beginner divisions were Angelo Barbera (Pen) and Ray Fischer (Yam). While 125 victories went to Craig Egerman (Hon) and Steve Hickok (Yam). A total of 43 riders were entered in the events for 125's.

Ken Smith (OSS), Manny Angulo (CZ), and Ron Winkelman (Yam) found themselves locked in a tie for an overall triumph entering the final round for 250 Beginners. The three had four points each, but Smith decided the issue by winning that last moto.

Lonnie Orr, astride still another of those Express-Train Hondas that appear to be a regular product of Tom Sawyer Honda in Saugus, tallied an outstanding 1-1-3 score against a strong field of 250 Juniors, as he kept his trips to the winner's circle intact for the third straight week. Among those finishing behind Orr were Bob Vege, a charger all the way on a Revell sponsored Honda; John Mellin (CZ), and Jon Wiedenman on a CZ.

Taking victories against the 500 Junior and Beginner divisions were Slip "The River Skate" Sliden (CZ) and Danny Ferreira (Mai). •

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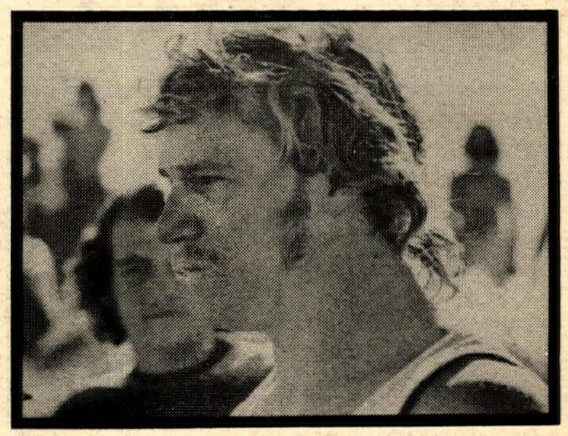

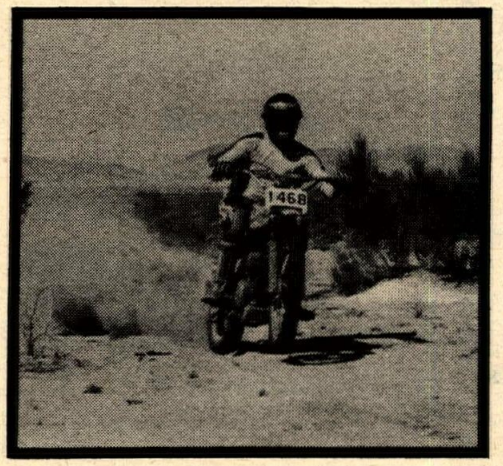

The 4th annual Check Chase Hare & Hound held Saturday, Oct. 13 found 1100 riders lined up in 90 degree heat to make "the run to the river", two hundred and fourteen grueling miles of rock, sand, and sage brush. Start: Soggy Dry Lake, California. Destination: Parker, Arizona. Only 295 riders finished this event with CZ mounted Jim Fishback pulling in first overall, having made all five checks. His win was not without incident though. At the smoke bomb he lost his goggles, stopped to find them...then was back in the hunt. By check two he was running third...Some of his closest competiton was out by this point...By check three he held a four minute lead...Jim was feeling the heat and ready to rest, but the CZ 400 hadn't had enough...On to checks four and five, over the river, only 48 more miles to go..The finish: Jim didn't feel much like celebrating his win; just sit, relax and get a cold drink...Fifteen minutes passed before second place showed...Jim said his CZ never missed a beat.

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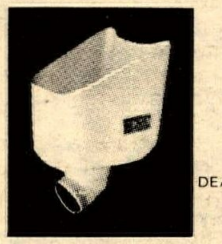

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The bottom drops out for some Duners.

BCA at Indian Dunes

By John Grout
Photos by Bill Sippel

VALENCIA, CAL., OCT. 7

Jim Hale, Matt Bilton and Mike Todd were winners against their respective Expert riding divisions while recording grand slam efforts during today's well-run, BCA-sanctioned motocross on the fast International track at Indian Dunes Park near Saugus.

Penton-mounted Hale, by virtue of his excellent overall victory, took the points lead for the 125 racing championship at Thunder Mountain Reservation — a lead that had been held by Eddie Cole.

Hale's win in the division for lightweights was not gained easily, however. During both 20-minute motos for the class, the Penton "Pounder" found himself forced to turn back constant bids at his front-running spot; bids that came from Pug Ferreira (Hon), Gary Huber (Pen), John Clark (Ric), and Fred Hoblit (Pen).

Ferreira, who had taken a second place finish in the first heat event, gave Hale unexpected assistance during the running of the second round when, going for the lead at the end of one lap, he unloaded right over the center of his bars and, though not injured, was unable to jump back into the donnybrook until the group had completed another full lap.

Following the mishap to Ferreira, Hale continued to do battle with Huber; finally pulling the victory from the fire on the final circle of the well-prepared International course. Clark finished third, behind Huber.

Big Matt Bilton collected his pair of wins today against a good crew of 250 Experts, while moving to within a few digits of Bill Payne's points lead for the 1973 season.

Young Bilton, who races a Maico for the Mortensen Cycle Shop in Saugus, probably enjoys more sponsor support than any 16-year-old now racing. Included in the list are Cheng Shin tires, Kal-Guard and Super Red Motor Oil. And it would appear that their faith is well placed. Among riders that Bilton threw the dirt at were Steve Miller (Kaw), Wayne King (Mai) and Larry Lewis (Hon).

Mike Todd, who does his riding for Mike's Racing Center in Northridge, grabbed his two straight 20-minute wins at the expense of, among others, Denny McFarland (CZ), Tom Simpson (Mai), Rick Blom (CZ) and Cole Hastings (Hus), a top field of Open Experts.

Todd, who was astride one of the big 400cc Maicos, was never really seriously challenged; winning both heats by long yardage.

Ron Morrison won all three heats for the Minicycle squirts, while defeating, among others, Mike Jackson, Donn Sarian, Barry Shaffer and David Ewing. There were 11 riders in the class.

Old-Timer victors included: Dalton Danon (Novice), Bill Andrews (Amateur), Joe Pearson (Expert) and Master Division rider Paul Clark, who rides for Kar Cycle in El Monte, and who won all three of his events.

Scoring overall wins amongst Junior racing divisions were Angelo Barbera, a grand slammer against the 100 class, Ed Boggs, who just managed to squeak past Mike Pillar in the 125 division, Chris Bartlett, a winner by one point over Manuel Dauber in the 250 races, and Tom Bentley, with a 2-1-1 score in the Open grouping.

Winners in the Beginner classes were Bobby Tocco (100), Stan Hartman (125), Ronnie Cardoza (250) and John Webb (Open). Tocco scored his overall triumph while racing a Honda minicycle. ●

Nevada State Championship

Hare Scrambles

LAS VEGAS, NEV., OCT. 14

The fourth Nevada State Championship Hare Scrambles was hosted by the Groundshakers M.C. in the desert north of Las Vegas, Sunday, October 14. With a reputation of being an Expert's race, the event attracted 200 riders from the four-state area of California, Nevada, Arizona and Utah, and 65 of these riders were Experts.

The course was excellent with three laps of 37 miles each and contained the full range of desert landscape including a mud hole.

At the smoke, Jack Johnson (Hus) took the lead and held it for the win despite having to stop to open a gate that had been closed. Second place was first held by Bobby Davidson (Yam) until Scot Hardin (Hus) got around Bob due to a quicker gas stop at the end of the first lap. Bobby then held third until he crashed on the last lap and allowed Dennis Belingheri (Bul) to finish third. Dave Blalock (Bul) from Salt Lake City, and desert ace Max Switzer (Yam) fought through the pack from poor starts to finish fourth and fifth respectifully, with Max first heavyweight.

Super Novice Scott Abott (Yam) was first Novice and finished 17th overall, beating all the Amateurs and most of the Experts. And the impressive fact is that Scot had to start five minutes behind the Amateurs and Experts.

First Amateur and 20th overall was Doug McKnight (Suz) from Utah.

One class unique to Nevada desert racing is the "Over 40-year-old" class. About 20 of these venerable souls started and Bill Johnson led this class from start to finish and also finished a creditable 25th overall. ●

The 250 Juniors do the first corner thing at Rawhide.

AME Rawhide MX

By Jack Collin

ELSINORE, CAL., OCT. 21

It's hard to decide if the best spectator races are the thoroughly convincing clean sweeps, or those motos where overall standings are in doubt until the end. AME's Rawhide events produced a regular portion of both. Nancy Dagg (CZ) turned in a sweep in the Powder Puff, as did Beginners Willis Amaradio (Hon) 125, and Jeff Long (CZ) in the big bore. Intermediate Ron Shaub punched his 250 Maico home first in his events, Tom Hudson did it in the Junior division with his 500 Husky and Pete Maly (CZ) closed the door on everyone in the 250 Senior class.

Now that's convincing! But it doesn't describe the interest the 125 Seniors generated with Gary Huber (Pen) in hot pursuit of Jim Hale's division point lead. Hale has been out with mechanical problems and Huber is riding as hard as he can to take up some of the point slack. Sunday's effort looked pretty hopeless when he turned in a fourth place in the first moto, but he came back strong in the second and third motos with a first in each. The strong finish gave Huber a second overall behind the steady riding of Ken Ehlers (Hus). Tony De Latorre (Mon) captured third. ●

AME Indian Dunes MX

By Jack Collin

VALENCIA, CAL., OCT. 19

Ed Cole (Pen) captured the 125 Senior's overall honors in convincing and exciting fashion at Indian Dunes Friday night. Exciting because Cole had to come from behind in each event. Vic Tripke (Yam) and Mike McAtee (Pen) swapped second and third positions in the first two sets, sometimes leading, sometimes challenging Cole all the way. In the final moto, Cole had trouble at the gate and was fifth at the first turn. From that first turn, all the way to the wire, it was a scrambling battle which saw Cole finally emerge the leader by the fourth lap. Tripke and McAtee finished 2 and 3 overall.

The 250 and 500 Seniors contributed their share of fine techniques on the well groomed track. Jeff Blix (Yam), Tom Bates (CZ) and Randy Stubbs (Yam) finished 1-2-3 overall in the 250 circuits. We gotta give mention to John Hryakiewez (Mai) who ran a great first moto, winning the event with a desperation pass on the first lap. A sick machine kept him out of the overall standings.

The 500 Seniors presented Frank Giardina (Mai), Ken Zahrt (Bul), and Matt Bilton (Mai) in 1-2-3 overall order. They gave the scorer an exercise in math when each took a moto. Second place finishes went to Zahrt in the first moto, Bilton in the second and Giardina in the third. ●

Super Fun MX

By Tom Corley

IRVINE, CAL., OCT. 20

Bill Glore from La Mirada took a Whittier Honda 125 Elsinore out to Saddleback Park today and cleaned out both the 125 and 250 Intermediate classes on the same small-bore bike!

About the only thing that really followed Glore around today was his long blonde hair 'cause this racer is really goin' places. It all started out for Glore on a Hodaka awhile back. The bike started to puzzle up so then he mounted onto a DKW that was better but didn't quite do the job. Now he's doing great on his new Honda. I've seen him win the AME 125 Junior class at Carlsbad and set lap times that nearly equaled the 250 Seniors and then just last October seventh he won overall Amateur in Mickey Thompson's Bikes vs. Cars race at Riverside.

Glore only had to cruise around the Saddleback track to win his first two 125 motos until underdog Ollie Senechal (Hon) became an instant go-fast racer and led Glore in the last 20 minute moto. Glore took his time and blasted by just in time to win the third moto, crossing it up over the jump just past the checkered flag, winning two straight classes (125 Intermediates and 250 Intermediates) and two straight Super Fun MX trophies!

At the same time as the Bill Glore 125 victory the 125 Juniors were motoring around the track being led by Jeff Sanchez who not too long ago hopped off a Combat Wombat onto a Honda Elsinore. He won today over Randy Shumate (Suz) and Del Walter on a DKW. ●

Gary Huber (172) finished second OA in the 125 Senior class at Rawhide. Ken Ehlers was the winner.

Orange Bowl of Motocross

By Tom Corley

EL TORO, CAL., OCT. 19

Davy Carlson is makin' Orange County International Raceway his track to pull in the money on against some of the finest 125 Experts in Southern California. After two straight wins in the past two weeks he was feeling up to it again. He booted his Mission Honda CM 125 Elsinore Motocrosser again to take the win away from top name rivals as Bruce McDougal, Bruce Baron, Ken Zahrt, and Rick Sheren.

Ken Zahrt in past weeks would get the jump on things and for a while Carlson had trouble passing, yet by the end of the night won it all. But things were changed tonight in the first moto as the Mission Honda racer got the jump as Bruce Baron (Yam) was in second with his fenders being scraped by Murray Hoffman (Yam). Rich Sheren took fourth place for Norris-Roberts Honda.

Carlson smoothly but radically popped out in front, jetted away with the lead and set the fastest lap times in the second moto. Bruce McDougal, not only a Mettco Penton racer but also an Elsinore 125 racer for Norris-Roberts was in third place but managed to glide by Bruce Baron for second. Baron was truckin' in third in a fury as his engine really screamed. Rick Sheren was right close to Baron in fourth again.

In the third moto Dave Burgess (Hon), an Intermediate racer, was doin' excellent holding back a pack of Experts. (He easily won the 125 Intermediate class over Greg Bartock (Hon) and Kevin Crawford on a Penton.) Then the Experts got by and it was Baron, McDougal and Carlson. Out of the last two years of Motocross covering I have never seen a pass like Carlson made in the third moto to win the overall for the night. Baron was out in front and coming out of the jack knife corner when McDougal went wide in second. Carlson radically gassed it inside and streaked by McDougal, cut Baron off at the next berm, (called the cork screw corner), and passed both of these sturdy racers. After the three motos were over it was a very clean Dave Carlson win over Bruce McDougal and Bruce Baron in a fantastic 125 Expert race. ●

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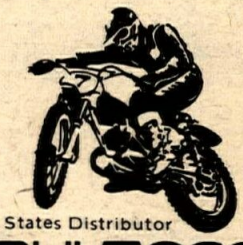
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Course was full size and at least three-quarters vertical. Some of the 125s had trouble with the mud though most riders overcame it.

Prototype Montesa 125 ran strong until shearing sprocket bolts. They still have some sorting out to do in their first year.

125cc World Motocross Championship

Tarao had the speed, but Zundapp had the teamwork

Courtesy of Montesa Motors

Commentary and Photos By John Huetter

BELGRADE, YUGOSLAVIA, SEPT. 23

By the time the two-pronged qualifying rounds for the 125cc FIM Motocross Championship had ended, there were three well-established candidates for the world title. American Bill Grossi had qualified – with a second in the US round of the championship – but did not attend the final in Yugoslavia, nor did any other Yanks.

First choice amongst the odds-makers was Tarao Suzuki, riding for Yamaha, who had dominated the 125 class all year in addition to racing in a couple of 250 Grands Prix with good results, in the top ten, every time out. He is very fast and wild and crashes a lot but picks himself up and gets going again. Andre Malherbe is a 17-year old Begian riding under a French license (since you have to be 18 to ride International in Belgium) for the Zundapp factory. He is very smooth and talented. Malherbe's works teammate, Fritz Schneider, is very secure in his moves and physically big and strong. Whose Zundapp was fastest was a point of debate all season. That both of the red and silver 123cc works machines were faster than anything else was never debated. The factory Zundapps were obviously the quickest machinery but it could be that Tarao Suzuki was the quicker rider.

Others with an outside chance at the overall were Jean-Paul Mingels, son of a former 500cc European champion, on Bultaco and Raymond Boven, riding a prototype 125 Montesa with good results during the season.

True to expectations and their performance all season long, Malherbe and Schneider (Zun) grabbed the lead in the first of the two 45-minute motos. Mingels wicked the fast small-bore Pursang into third with Boven fourth on the Montesa. The starts are doubly important in 125 World Championship racing since the engines (with the possible exception of Zundapp) and the riders are more evenly matched. You can't just gas it to make up positions since all the riders are likely to be tapped out continuously anyway.

By the end of the first lap, Tarao Suzuki had worked up rapidly to sixth behind Willi Van der Broeck and Gilbert DeRoover on Husqvarnas. Boven had dropped way back to tenth after a slide-out. Tarao Suzuki continued his wild charge up through the front runners to be third after five laps. Malherbe and Schneider continued to motor around in front.

Then Schneider's better adaptation to the Yugoslav circuit showed and he went past Malherbe, outriding him by the halfway point of the moto. Suzuki kept closing the gap on the Zundapp duo. Mingels was first Bultaco hanging about fourth or fifth for the entire moto. But he's got to quit wearing that ancient pudding bowl helmet or he's going to be hurt bad one day. Six laps after he took the lead, Schneider crashed, admittedly under pressure. Malherbe regained the lead (He's

Continued on page 48

Dale Tittlemeier jumps on his shadow at Baymare.

The Queen Is Dead

By Scotty Schafer

MOORPARK, CAL., OCT. 21

Baymare – the best motocross track in Southern California – is now just an exercise in earth moving and carpentry. There will be no more motocross races.

Promoter Art Cox and his organization went out in style, however. The track was prepared to Grand Prix caliber, with an early morning mist blending into the churned dirt to give a monorail effect to the speeding MX machines up on the berms. Everybody's motocross bike actually *worked!*

From the pretty computer and committee-designed offerings of Japan to the starker machines that bear the stamp of Vekohnen, Valek, and Mikkola, riders were storming around the course searching for fifth, sixth, or seventh gear *to take the corners!*

The track only stayed "perfect" for one series of motos, but that was enough to stoke the weekly motocrossers who wait months and even years for that kind of racing surface.

The pits were chockfull of SoCal Experts, European machines, Hondas, and teenage tootsies, as were the trophy lists. Juana Madrid powdered her way to a win over her competition, blitzing the whole 100 Novice class at the same time. Earl Essen had some trouble on his factory sponsored Carabela, running second in the first 125 Novice moto and then getting bumped to third as Jeff Black wheelied by in a photo finish to Moto Two. *(Ed. note: A factory rider in the Novice class?)*

The Old-Timers red shirted their way through six motos. Some were fast; some were just old. Art Meyer spit dirt clods to ace the Veteran's Class (being too young for the Old Timers), sharing lines with Gregg Purry in the combined Open Beginner/Vets motor outing.

After Russ Darnell taught MX school at Indian Dunes Saturday, he was methodically attacking the Baymare course and the competition in the first moto until Sherman Andrews center-punched Darnell's Husky, ending his race effort. Jim O'Neal and Don Hicks grabbed the gold in the first moto, then Darnell chased O'Neal in the second but lost enough time on each tour down Banzai Hill's backside to remain in second place.

The combined 125/200 Intermediate/Expert class was the highlight of a good day for spectator satisfaction, as Honda pro Dave Pessy locked his broken finger around the CR's bar and fought off Jim O'Neal for forty minutes. Pessy got the Honda vertical at the start of the second moto, but a lucky restart put him back in position for the overall win.

Mike Garrett took his Mettco Penton north out of McDougal and Bower territory only to run behind Dave Kolbe and Will Harber – all 125 Experts.

Buddy Romano skinned his throttle thumb in Moto One but held off Manuel Dauber's Honda in Moto Two for the overall win.

The 250 riders got a perfectly prepared track, the usual good organization, even personally engraved trophy plates – none of the things you'd expect on the closing day at a motocross track. It made the death of the Baymare facility that much sadder. Compete details, pictures and full results next week. ●

CMC at Ascot

By John Bethea

GARDENA, CAL., OCT. 17

Unruly gate-crashers had Ascot Park almost closed down tonight due to repeated fist-fights with infield spectators. County Sheriffs were dispatched and when they arrived and made several arrests, tire-iron swinging accomplices darted out of the shadows and attacked the police escorting a handcuffed individual to a car. Two officers were injured and required medical attention.

The gate-crashing troubles had begun earlier in the week and police wished to shut the entire track down to avoid further problems. However, Jay Agajanian helped pursuade officials to allow the evening's "entertainment" to continue.

What should have been the spotlight performance turned out to be only a close runner-up to the troubles. Factory Honda racer Dave Pessy equaled his own record of 20 victories during 250cc night CMC racing in one year. Not dominating, he gained the overall win at the misfortune of four-stroke Honda riding Bob Hosford, who started off poorly and could only manage an eighth in the final moto which Pessy won.

When Hosford clicked off the wins in the final pair, it just wasn't enough as Pessy chugged home second in each. Third went to the ever-consistent Randy Myers (Bul) who peeled off a second and two thirds in his moto competitions.

Pessy was also in contention for the 125cc Experts, but in wild-scramble fashion, he could only secure second behind two-moto winner Chuck Bower, his 24th of the year. He ran runnerup to Bower in both the first and third motos, but lost his chances overall with a fifth in the second, won by Bruce Baron (Yam).

The unruly crowd cost Bill Rubly the overall win in the 500 Experts. After running third behind Bob Messer (Mai) and Tim Lunde (Mai) in the intial round, Rubly drove to the immediate lead in the second and looked to be well on his way to the win. Suddenly, one of the incidents broke out in the infield and one spectator shot across the track to see the action, not looking behind him. There was Rubly, grabbing a handful of brakes, sliding into him.

Messer went on to win the moto with Lunde second and Rubly finishing in third. Bill then got his Boyd & Stellings out in front again and won the final, but the bid had ended and Messer got the overall nod with Lunde third on points. Jeff Witherell (CZ) won the 500 Intermediates run simultaneously.

The second round of 250 Intermediates was scrubbed from the overall tally due to the infield infractions so only two motos went into the scoring and Dan Davis emerged with the win on his Honda with both race wins. Dave Foltz (CZ) had a third and second for second.

David Bush (Hon) ran off with two 125 Intermediate wins on his way to the overall while the other moto winner, Warren Reid (Mon) fared poorly in the third moto and wound up third behind Robert Aslund (Suz).

The two tightest Junior classes were the small bores. Doug Nicol (Hon) and Tim Ochoa (Hon) put on yet another toughie in the Mini-Cycles and Doug won two of the three to take it. In the 100's, Bill Boyer (Ste) won the final two but wasn't scored in the first and that gave non-moto-winner Richard Pedroza (Yam) the overall. ●

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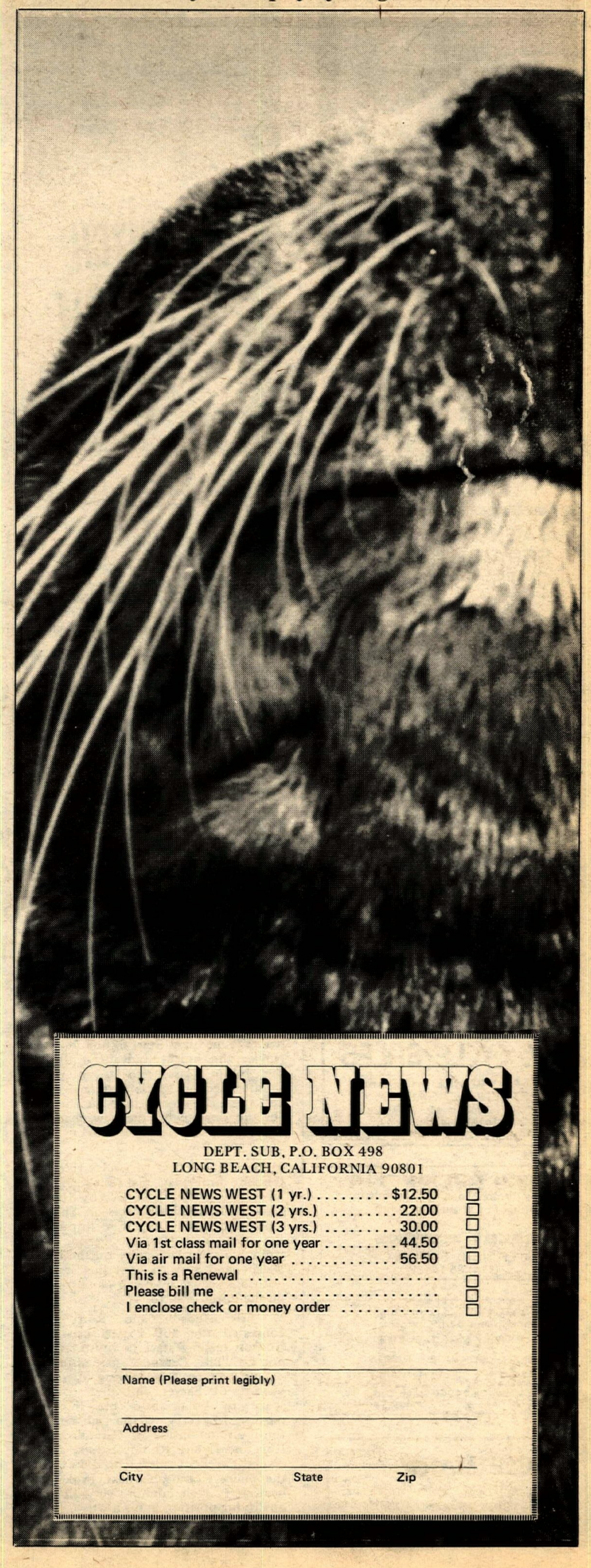

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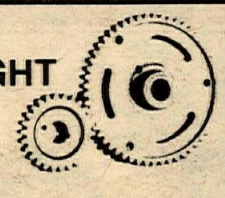

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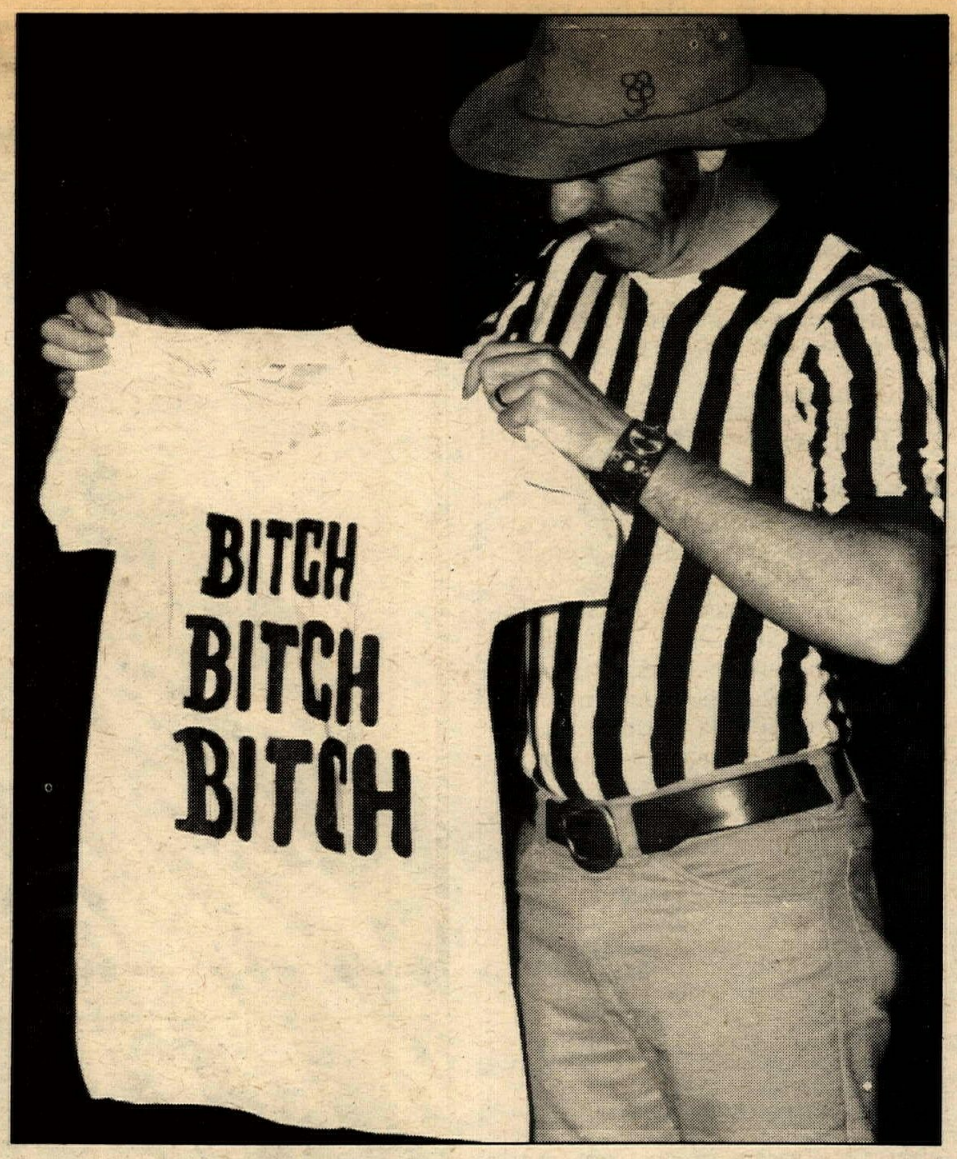


Bill Trumbull was awarded a special shirt from the Vallejo lap checkers.

Cycle News North

By James Brammer

VALLEJO, CAL., OCT. 12

Marlin Stewart from the San Pablo Bay town of Rodeo is the 1973 Vallejo Champion by a landslide victory. In a simple point scoring

system used to get one champion, Stewart tallied 14 points in 22 race meetings. He earned one point for each class win with a maximum of one point per race meeting. Starting the year as a Novice, he quickly advanced through the Junior class, and as an Expert finished second in his first race in the 250 class. His second time out, he won. On the final night, the new champion finished second to Rick Delacy in the 250 Expert Main.

Delacy was first of twelve riders off the line in Friday night's closing race meeting at Vallejo followed by Stewart, Dave Faria, and Kelly McIsaac. The four remained closely together throughout the main with McIsaac getting third from Faria by edging by on the inside. Delacy and Stewart kept the first two positions secure by being close together on the inside line.

Chris Hudson and Ron Sarver contested the 360 Expert class with Hudson leading start to finish. At one point, Phil Carando attempted to separate the two by edging by on the outside of Sarver, but there was no space to break into the line and meanwhile Terry Otton moved into third on the inside of Carando. Jerry Kole and Dennis Robinson were among several excellent riders who didn't make the main. Robinson's bike broke in a heat. Jerry Kole couldn't get going to a qualifying position in his heat.

Returning after a long absence from the Vallejo scene, Mike Marzetta was back with a well prepared four-cycle Honda. He led most of the 360 Junior final before giving up the lead to Lee Dolcini.

Eddie Diaz won his fifth main in a row in the 360 Novice class. Winner Eddie Hegarty took the 250 Junior lead from Brad Kotsaris on the first lap and then on the second lap Bob Stuscavage moved into second with the three finishing in that order.

Like the new champion, Stewart, another rider from Rodeo, Rick Shafer, is frequently winning. Shafer is in charge of the 200 Novice class, but that step into the wild 200 Junior class will be a big one. David Allen was runner-up to Shafter in Friday's 200 Novice final.

Solano Eagles MX at Argyll

By Reese Ultz

DIXON, CAL., OCT. 14

Top-quality motocross was the order of the day with a near-record turnout of riders at today's giant event. Cancellation of a scheduled "Blue Plate" point run at Carson City saw the race transferred to Argyll Motorcycle Park hosted by the Solano Eagles M.C.

As a result, the majority of front-running Experts from Northern California's AMA District 36 were on hand to vie for the coveted "Blue Plate" points. Action was the order of the day with the existing track lap record almost falling several times. Danny Turner of Rescue who holds the existing track record of 1:42 was only a half-second off in tying his own record, although that wasn't good enough to give him a first place in the 250 Expert class. Turner, who got off to a bad start in his first moto, never quite caught up with high-flying Daniel Leet even though he rode through the entire field of Experts to place second. In the second moto, Turner got off the line in good shape to take the lead and hold it. However, in the final scoring, Leet emerged victor because the first moto was longer in time than the second moto.

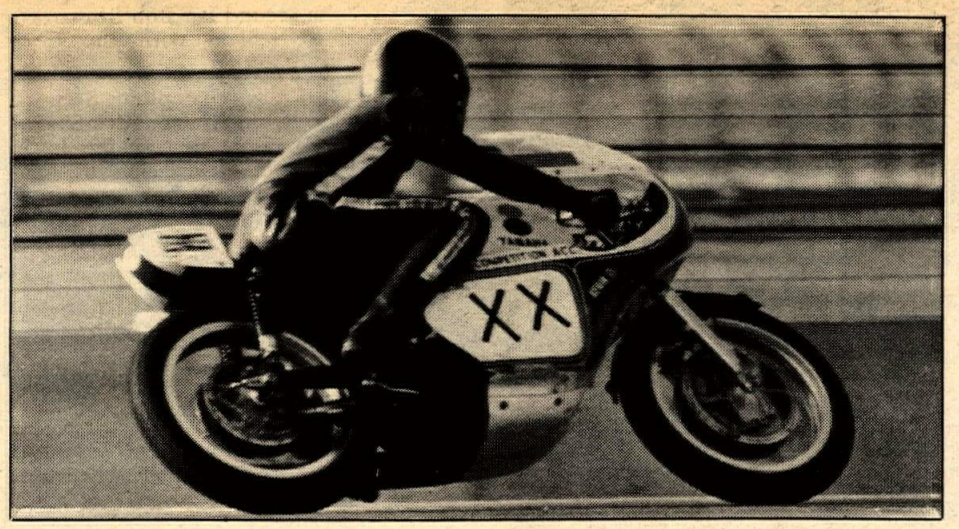
Mike Hart also started poorly in the first 125 Expert moto but had moved up to third by the time the checkered flag had fallen. In his second moto, Hart took an early lead and held it until the end, thus giving him second overall, behind Henry Halbach who scored a first and third.

Jeffrey Loff scored a pair of back-to-back wins for the overall win in The Open Expert event, but not without a lot of competition from John Dieu who scored a pair of seconds.

The next "Blue Plate" point race at Argyll Motorcycle Park will be October 28 hosted by the Solano Eagles M.C. The action should prove hot and heavy.

Santa Rosa rider Steve Darling should get an award for the largest set of leathers.

The local season begins



Photos by James Parker and Friedman

ONTARIO, CAL., OCT. 21

The National season is over and the professional road racers are returning to "winter camp" on the local Southern California circuits.

AMA Experts Jim Evans, Reg Pridmore, and Steve McLaughlin had quite a scrap in the Heavyweight Grand Prix class in today's AFM road race meeting.

The first lap saw Rudy Galindo (Yam) and George Miller (Yam) take the front spots. Miller took the lead briefly when he braked too late for turn 10. Off course maneuvers cost him too much time to stay in the hunt. Jim Evans, on his Mel Dinesen Yamaha, took up the point ahead of Steve McLaughlin on his George Vukmanovich Yamaha. Next in line was Reg Pridmore on his BMW, applying the pressure.

Pridmore slipped by McLaughlin, then squirted past Evans for the lead. Evans wasn't happy about it, and he began to try to find a way around the Beemer as they eased away from McLaughlin slightly. In turn 12, Evans

Reg Pridmore (under the cap) and his sponsor-mechanic-friend Helmut Kern discuss the GP bike. A mystery oil leak wasn't enough of a bother to stop Reggie from winning both big bore events.

found a way and took the lead. Evans led for almost the entire distance to the flag with Pridmore waiting for his moment. On the last lap that moment came. Evans got on the brakes a bit late, went wide, and found himself with second overall at checkered time. Behind the two, Bob Endicott on his Action Fours Honda 570 trailed McLaughlin for fourth, and a dice for fifth between Rudy Galindo and Mark Miller was decided in favor of Galindo who got the second 350 slot.

Earlier in the day, Pridmore also captured Heavyweight Production honors on his other BMW 750 ahead of Ed Unini's Vanguard Honda 810. For a while it looked as though Unini was going to have a battle with Tom Casey on his Action Fours Honda 570, but Casey snapped a cam chain exiting turn six. Fred Walti took third overall on his Honda 500.

The 350 Production event was a runaway for Rod Murufas (Yam RD-350). He ran away from Bob Crossman who was 25 seconds behind in second and about 40 seconds ahead of third place John Lassak. It wasn't a close race.

The 250 Production event looked like it was going to be closer until Dave Garrett in second had mechanicals and slowed. First place Ken Gill disappeared and Ed Unini on a 200 Honda went by into second. Garrett sorted out his mechanical problems and looked fixed up for second place again when he crashed in turn nine. Bad day. Unini beat all the 250's except Gill's for the 200 win. Jim Lester was 125 winner.

The Lightweight GP event was won by George Miller on a 125 Yamaha although Jeff Shetler (Yam) was closing slightly throughout the race. Shetler's move was slowed somewhat when a rider got off right in front of him, taking him aback. The 200 class went to Rudy Reynosa. He's used to it.

Miller was also involved in a pretty fair dice in the 250 GP race. He ended up third behind winner Richard Seifried and Tom Bright.

The sidecar race was more of an exhibition. Most of the hacks dropped out before the race was over. The McNeal-Crabb Honda was the first of the two finishers, I believe, although no results are listed. ●

Results

125 PROD: 1. Jim Lester (Yam). 2. Bill Lorber.
200 PROD: 1. Ed Unini (Hon). 2. John Chermak (Yam).
250 PROD: 1. Ken Gill (Yam). 2. Gerhard Klemm. 3. Rick Barrett.
350 PROD: 1. Rod Murufas (Yam). 2. Bob Crossman (Yam). 3. John Lassak (Yam).
500 PROD: 1. Freddy Walti (Hon). 2. Kevin Burke (Kaw). 3. Terry Waugh.
OPEN PROD: 1. Red Pridmore (BMW). 2. Ed Unini (Hon). 3. Art Friedman (Kaw).
SUPERSTREET: 1. Art Friedman (Kaw). 2. Fred Walti (Hon). 3. Mike Simning (Kaw).
50 GP: 1. Bill Lorber.
125 GP: 1. George Miller (Yam). 2. Jeff Shetler (Yam). 3. Dick Fuller (Yam).
200 GP: 1. Rudy Reynosa (Yam). 2. Jay Young. 3. Garnett Lewis.
250 GP: 1. Richard Seifried (Yam). 2. Tom Bright (Yam). 3. George Miller (Yam).
350 GP: 1. Jim Evans (Yam). 2. Rudy Galindo (Yam). 3. Mark Miller (Yam).
500 GP: 1. Mike Lee
OPEN GP: 1. Reg Pridmore (BMW). 2. Steve McLaughlin (Yam). 3. Bob Endicott (Hon).

The sidecar field dwindled. This was all that survived to the last lap. The sidecars need some revitalizing.

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Min. 20 to Make A Class

Sat. Schedule
Subject to change
Prac: 9-11 A.M.
Minis: 30 Min.
11:30-12:00
0-100cc Nov.
1:00 to 2:00
125cc Jr/Ex
3:00 to 4:00

Tentative
Sun. Schedule
Prac: All Classes
8:30 to 9:30
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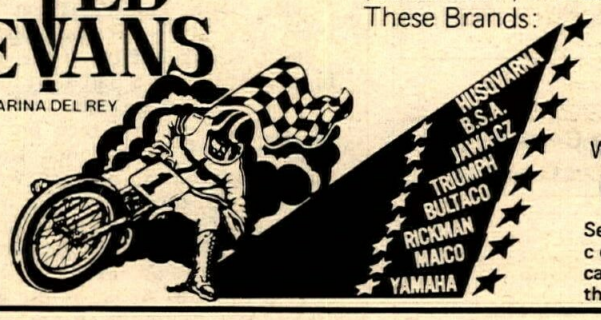

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Fabulous Fun MX

By John D. Ulrich

CARLSBAD, CAL., OCT. 20

Lovely Betty Lasker, new AMC owner, teamed with Larry Grismer's Carlsbad International Raceway to create the Fabulous Fun Motocross program held every Saturday. Turnouts remain small even though the program, at least today, is fun oriented, and the people running it provide the "fabulous" to go with it.

Brad Catcott (Hon) and Richard Smith (Hon) ran away with the show in the first moto of the 250 Junior/Intermediate/Expert plus Open Expert/Novice/Intermediate combined race. The two 250 Junior riders battled wheel to wheel the entire moto after Open Intermediate racer Delene Hale (Suz) lost the lead by crashing on the second lap. Catcott was faster than Smith in some turns and uphills, but Smith always managed to make it up on the famed Carlsbad downhill, taking the checkered at the end of the close duel.

The Catcott/Smith duel never materialized in their second moto, as 250 Intermediate rider Eric Watral (Yam) took the lead and held it virtually uncontested wire to wire, with Hale and Open Expert Gary Stokes (Mai) trailing for second and third place overall in the moto. Smith placed well back, and Catcott wasn't even in contention for next-to-the-last, plagued by a header pipe that kept falling out and a leaky engine seal.

Watral won the last moto and 250 Intermediate overall, and Smith and Catcott took 250 Junior overall first and second. Hale was first Open Intermediate. King Thompson (Yam) won Open Novice, Kelly Cottrell (CZ) got 250 Expert, and Stokes took Open Expert.

David Biddlecome (CZ), flagged off the course during the first moto of the first race by mistake, was placed in the second race, 250 Beginner/Novice and 175 Beginner combined. As soon as Dave was out of the first corner it was obvious someone had goofed. His only close competition came from his best friend and 250 Novice Richard Hasson (Hus), and together they lapped all but three of the other riders during the twenty minute moto. After taking the checkers, Dave learned of the error by being disqualified...he good naturedly accepted a refund and sat down to watch his buddy Rich dominate the next two motos of that race, but it wasn't the same without him on the track.

Dale Luedtke (Yam) took the overall 250 Beginner trophy, Richard Keen (Kaw) was overall 175 Beginner, and Hasson won 250 Novice overall easily.

Jeff Skeen (Hon) and John Smith (Hon) fought it out in every moto of the third race, a 100 Beginner/Junior and 125 Beginners/Novice/Intermediate/Junior combined race. Skeen, a Junior, beat Smith, a Beginner, in each duel, but the infighting was very close at times during all three motos.

Back in the pack, Dave Gerig (Suz) and Scot Prante (Suz) fought for first Novice, with Prante, riding only his third race since breaking his wrist in August, losing out by virtue of a crash in one moto and a bad start in another.

Jimmy Paterson, ten years old and riding his very first race on a Suzuki 100, couldn't even touch the ground when seated on his bike. He wasn't very fast, and fell down a lot, but he hung in there and finished all three motos, not being intimidated by the Skeen/Smith battle raging all around him every 1:57.0 minutes or so as the go fasters lapped him. It was an admirable show of spunk. ●

Jeff Skeen (28) and John Smith (55) fought it out in every one of their motos. Skeen won the Juniors, Smith the Carlsbad Beginners.

Bruce McDougal is over the flu. Here he is in the air over Saddleback.

CMC at Saddleback

By John Bethea

ORANGE, CAL., OCT. 21

Coming back after a bout with the flu, Norris Roberts Honda mounted Bruce McDougal returned to the CMC victory circle with his 39th victory of the season in the 125 Experts.

It was a hard-fought win earned decisively in the first moto when he pushed Monark's factory rider, Marty Smith, into a mistake; Smith fell near the end of the race. Bruce went on to win the moto but Marty remounted back in third place behind Rick Sheren (Hon) and finished there at the checkered. That cost him the overall.

In the second moto, McDougal took the early lead and this time Smith tried the pressure tactics, darting inside and outside for much of the race and finally induced McDougal to provide an opening. He took it, squirted by and won the moto...but Bruce won overall. Sheren finished fourth but earned third overall for the second Sunday in a row with fourth falling to Chuck Lunde (Hon).

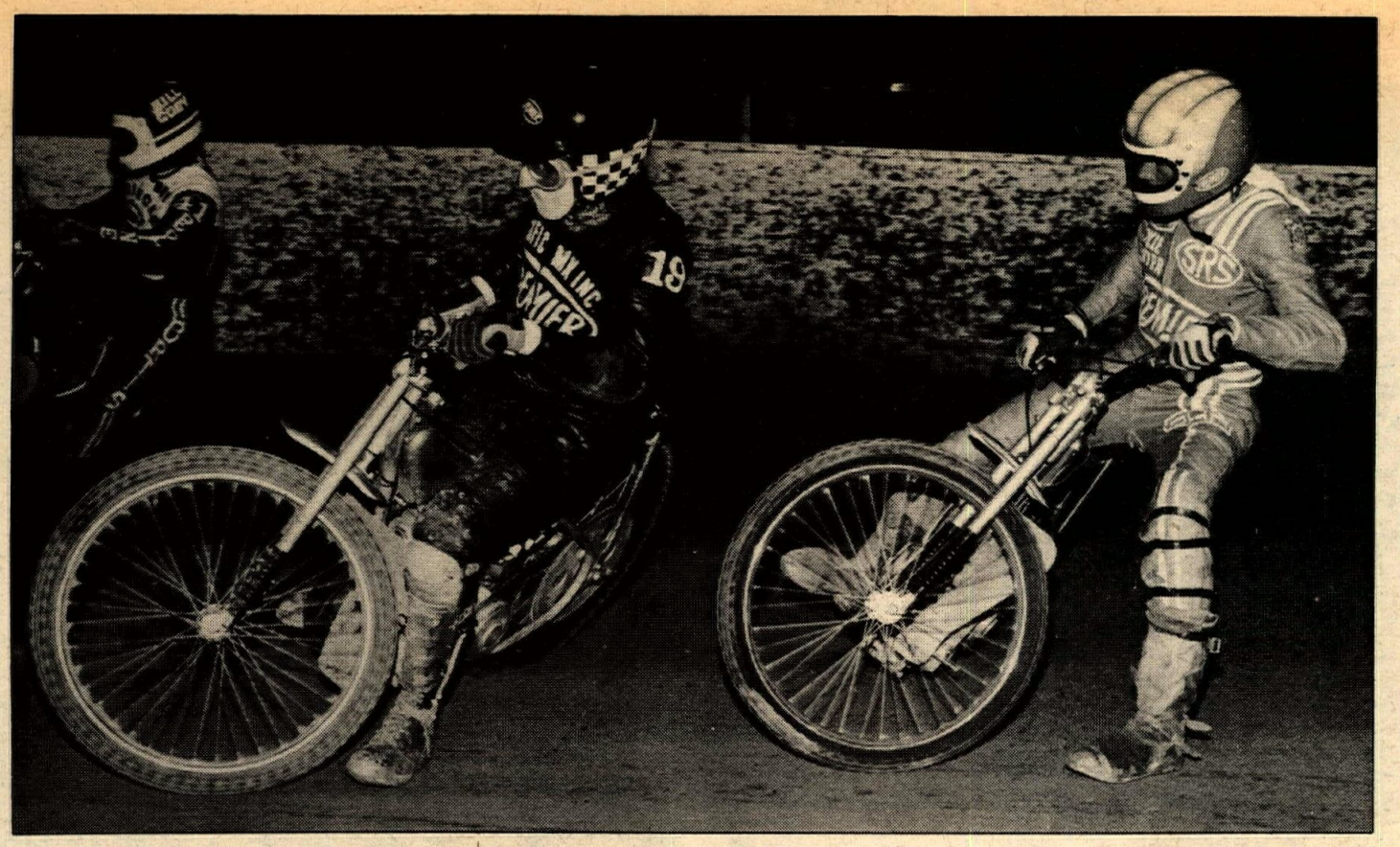
It seems as though the 125 Honda two-strokes have not only invaded the CMC's 125cc ranks, but have taken over. For example, to add to the Experts, 19 of the 33 125cc Intermediates entered were Honda mounted, and in the second moto scored in 14 of the first 15 positions. Overall, Greg Bartock, Bill Glore and John Dickenson placed one-through-three on 'em and joining them were four of the next five also on Hondas.

Then, you get to the 125 Juniors, two divisions. Ready? First three spots, both lists. In Division I, Scott Pitillo, John Irwin and Nick Morita. In Division II, Robert Marino, Jeff Tomlin and Chuck Brown. By the way, that second division was something else. Marino's win was earned with a second on two thirds! Tomlin's second came from a second, third and fourth!! Talk about competition...

Troubles hit Chuck Bower inthe 125's early during practice, so he unloaded his 250 Penton, made signup in the nick of time and proceeded to take second overall in that class behind Gaylon Mosier (Hon), who won both rounds.

The 500cc Expert action fell to Jim West on the factory Husky after his few weeks of vacation. Neither John Fackler (CZ) nor Tim Lunde (Mai), who finished second in each, came close. Between them, though, it was tight, with Fackler taking it by virtue of his second in the final, breaking the tie. After great starts, Bill Rubly dropped back to fourth in each for fourth overall, but the second moto he'd like to forget. Just picking up the last lap flag, he appeared to miss a shift and Lunde, right on his tail, collided, and they locked together. Fackler, in fourth, 10 yard back, sprinted by and Lunde followed suit.

In other Intermediate action, Brad Lynch scored another 250 overall on his CZ and Clyde Ross (Yam) finally came through after so many, many tries. It was a tight one in that 500 as Steve Roach (CZ) was a contender in the final only to lose his expansion chamber.



Bill Cody goes outside as Rick Woods lines up on Sunny Nutter at Irwindale. Cody was second to Mike Bast in scratch main.

SPEEDWAY WEEK

Story & Photo by Dennis Greene

Irwindale, Oct. 18

History was made this past Thursday night at Irwindale when Debb Reon became the first woman to ever win a Speedway event. The 19-year-old lady lined

up on the 10-yard line in the third division feature event and went right to the lead, setting a pace that was too much for the five guys who tried to out ride her. One by one they fell by the wayside trying to catch her and at the end of the event she was the only rider still running.

Moving on to the Second Division main and the last time this season that there will be a division event at Irwindale we find George Armas winning his first main event this year.

Irwindale will be closed on the 25th because of the National event to be run the next night. It seems that there are many riders who would rather not take a chance of doing anything that might keep them from putting on a good show during the title shot, and they told the promoter that they did not wish to ride. So because of the lack of entries he has decided not to run that night.

Bill Gray got back into the winners' circle by winning the handicap main event over Bill Cody and Mike Curoso. Bill was on a hot winning streak a full month back and was so impressive that he was picked by Premier helmets as one of their riders. They got him a new set of leathers and his luck went bad up to last week when he put back on his old leathers and started to win again.

Mike Bast is rounding out this year just as he started, winning every thing around. He won the scratch main giving him a total of 33 main events in scratch racing and is heavily favored to win the national on the 26th at Costa Mesa.

There is only one more event scheduled for Irwindale on the 1st of November and this will be a very special night. There will be 34 of the top riders on hand to ride an all handicap show with a very involved system worked out to determine the best rider. Even without winning all his events, a rider could come up with the most points.

Would you believe that on the 5th of this month Jeff Sexton was involved in a pile-up at Costa Mesa and had his foot broken in several places, was taken to the doctor and told that he would be out of competition for eight months. He had his leg and foot put into a cast and on Thursday night he rode at Irwindale with no more than an Ace bandage on, with full consent of the doctor who gave him a release to ride. That's 12 days in a cast. It's either good living or a lot of vitamins.

Costa Mesa, Oct. 19

The last regular show of the speedway at Costa Mesa was run with all the enthusiasm of opening night. Next Friday night it all comes to a head with the running of the United State National Championship.

This will not be the end of the season because there is still a race at Irwindale the 1st of November and Ascot plans on running two events on the ¼ mile.

The season will not come to an end for the Bast brothers at all because they are going on tour overseas starting out in Australia. Steve Bast ran away with the scratch main event, letting everyone know that is what he will try to do next week to get back his speedway title. Larry Shaw pushed him all the way and cannot be overlooked as a potential winner. Running third in the race was Mike Curoso and he too is ready for the big win now that he has found out just how much he can get out of the new machine that was put together for him by George Wenn, the same man who put the race bikes together for Ivan Mauger. The fourth spot went to Mike Bast who just sat back to see what the rest of the competition will be doing on that big night.

Mark Cherf did it again in the Handicap main, starting on the 10-yard line and putting the advantage to good use over Larry Moon, Mike Curoso and the rest.

Debb Reon got her first ride at Costa Mesa Friday night and did not let the pace down as she came in third. The last Premier Second Division main for the season was won for the first time by Chris Chrisansen, a fitting end to a good season.

Now comes the time that I stick my head into the noose. I have been asked so many times about the national that I would like to take this space up with my own thoughts about the outcome of the title shot.

I have divided the 16 riders up into three groups with one left over for first.

The bottom five, as I see it will be Don Cullum, Sonny Nutter, Sumner McKnight, Rich McMurry and Scott Sivage.

The next best group is made up of Guy Waterson, Steve Gresham, Dubb Ferrell, Mike Konle and Larry Shaw.

The top five not counting first place are Mike Bast, Rick Woods, Mike Curoso, Dan Becker, Bill Cody and that gives you my choice for first, Steve Bast. Reasons: No one rider will get a perfect score and every ride will carry as much power to the first two as the winner. I don't see any one getting better than 13 points. I am going with Steve Bast for a number of mathematical reasons. One is that no rider in the States has ever had back-to-back wins in the championship races for the title. That, along with the fact that I think all the riders will be putting the pressure on Woods, will see him finish no better than third even though he is the current holder of the title.

Mike Bast, the winner two years ago, will have all the pressure in the world on his shoulders because of his incredible record of scratch wins this season, and everyone is looking for him to run away with the show. I think the pressure will be too much and that he will lose points to his brother and Mike Curoso, one of the few riders who knows just how to get underneath him in the turns and pass for the win.

Mr. Cool, Steve Bast, does not fear any rider. He can ride anywhere on the track and not lost a spot. If he gets carried out to the wall he can outrun them down the straight and be the first to the flag. If he is tried on the outside and forced down low, he has enough skill to ride through the turns with riders leaning on him and still pull away. Put all this together with a young man who all season has, with his brother, been the best ambassador of the sport and you come up with Steve Bast as the new Speedway Champ.

I think at the end of the night when all the points are added up it will be Steve in first, Mike Bast second, Rick Woods in third and a three-way tie for fourth between Mike Curoso, Bill Cody and Dan Becker. The runoff should go to Curoso, then Bill Cody and taking sixth, Dan Becker. I should point out that I did this same kind of analysis two years ago and was 100% correct the year that Mike Bast won. In fact I picked the first ten riders that year and was right in every case.

Last year, when Rick won, I did not have one rider in the right spot and was 100% wrong all the way down the line. I sure hope this year I will get at least 50% ●

Billy Gray, back in his old leathers for good luck, won Irwindale handicap main.

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Loudon Road Race. Second.
Columbus Half Mile. Third.
Colorado Springs Mile. First.
Castle Rock TT. Second.
Gardena TT. Second.
Peoria TT. Second.
Pocono Road Race. Second.
Indianapolis Mile. Third.
Charlotte Road Race. Second.
Gardena Half Mile. First.

That's consistency. In fact, there's another achievement that makes us at Yamaha almost as proud as winning the Grand National Championship: Out of the twenty-three AMA National Point races Kenny Roberts entered this year, he scored points in all but three. And to anyone familiar with what professional motorcycle racing does to machinery, that record is nothing short of miraculous.

No, it wasn't just the ability to "go in a little deeper and come out a little faster" that won Kenny Roberts the AMA Grand National Championship. It was consistency. A rider who beat the best, week after week. And a bike that didn't break.

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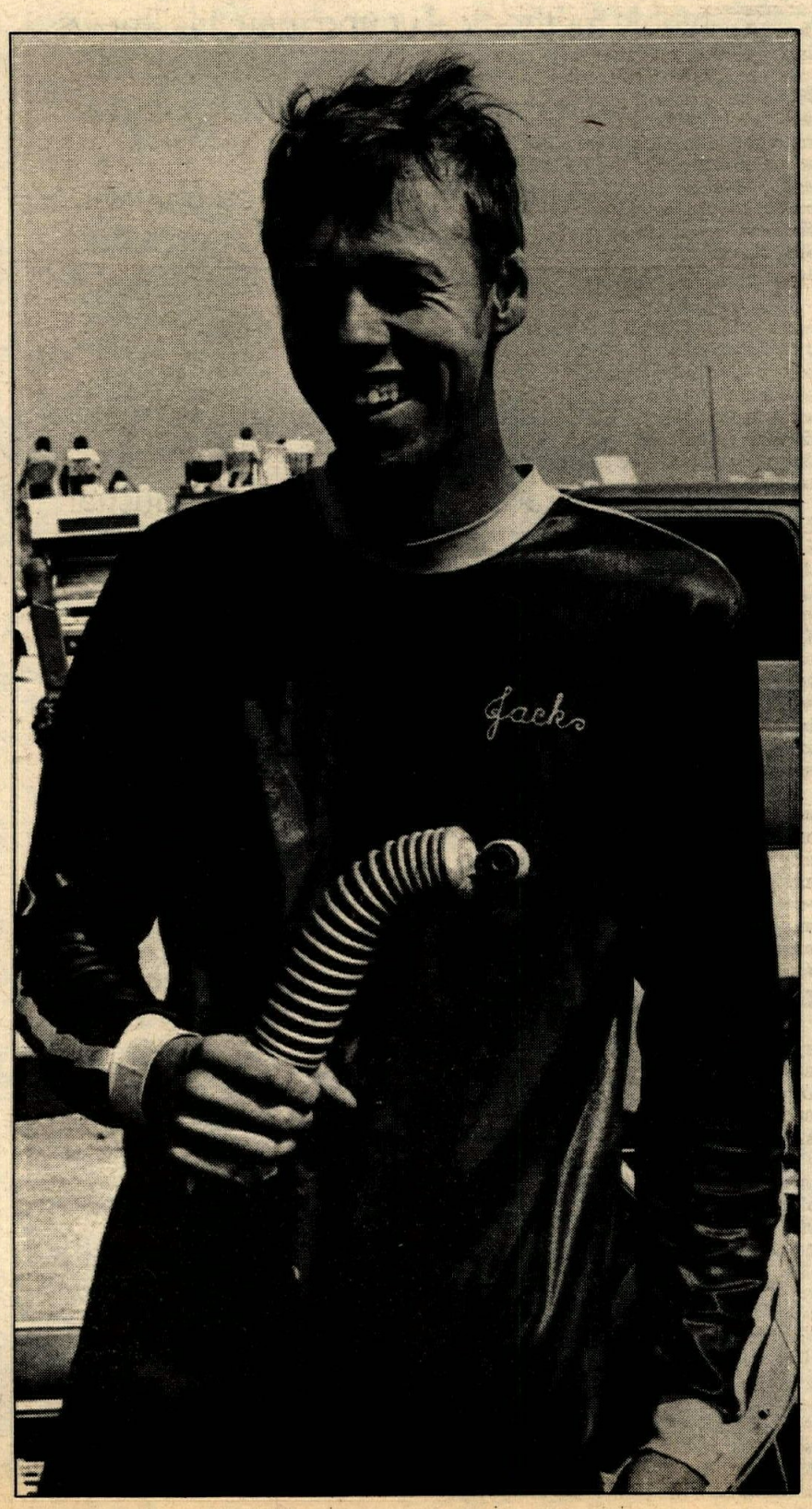
THE GREAT CYCLE NEWS SHOCK TEST



Girlings usually work just fine until they take on this distinctive U-shape.

They deliver until they break but seem to have a short life.

Photo by John Ulrich

By John Huetter and Dave Schoonmaker

One of the greatest sources of controversy and myth in motorcycling is motorcycle suspension. The bouncy, spring wound units that prevent a motorcycle from having a rigid frame are almost as big a subject of discussion, modification and dissension as the engines that propel the machines. And well they should be. Especially in off-road riding and racing, how well a motorcycle's suspension works and lasts is probably just as important as how fast the engine can make it go. As a matter of fact, you can't go any faster if your suspension is not up to the task of handling the maneuvers you need to perform and terrain your encounter.

So...being only slightly less ignorant about shock absorbers and their merits, in a very honest no-BS sense, than the average competition rider we decided to test them. We selected the most prominent proprietary brands of shocks, including a couple of recent introductions that showed promise, and subjected them to a series of standardized performance tests. They are all familiar names to most riders: Boge, KONI, Arnaco "2ND", Girling, Curnutt, S&W, Betor and Ceriani. This is the report on the test of all these shocks (two at a time) installed on a 1968 Yamaha DT-1B and subjected to a comprehensive set of motocross and cross-country riding situations.

The Test Bed

Why a DT-1? Because it is reliable, almost everybody owns one or has owned one therefore can relate to the performance and handling, and any of the shocks mentioned above will improve the performance quite a bit over the stockers that used to come on Yamahas. The other modifications to our "trick" test bed included removing the lights and instruments and fitting a new Dunlop 4.00 X 18 knobby on the rear. Nothing else was changed. All credit to the workhorse DT-1 engine. We never gave it a second thought or a plug change and it never let us down.

What Was Tested

Exactly what was tested about the shocks? Well, honestly, not everything. Our facilities do not include a destructive or non-destructive test laboratory to determine sheer strength, warp under load, brittleness of metal or viscosity of fluid with temperature change, and all the things that would constitute a truly scientific test.

What we *did* do was bolt each set up to the old Dit Uno and 1) run them both directions over a third of a mile of sand whoop-de-doos, 2) through a bermed chicane on a motocross course consisting on a right-left-right-left series of turns, 3) brake them very hard on the stutterbumps that lead into turns on most MX courses, and 4) bounce them over a three foot jump to a level landing. That covered just about all the riding conditions in dirt competition or cowtrailing that we could simulate.

Indian Dunes Motor Recreation Park near Valencia, California offered the variety of terrain we required combined with a readily available motocross track that incorporated all the features we were testing for so that was the choice for a field evaluation site. It was convenient and they put up with us for more days than we care to remember.

Dollars and Sense

Start at the beginning. One of the first things that concerns a potential buyer of an accessory shock absorber is how much it will cost him to, hopefully, improve the handling of his machine. Shocks are not a particularly cheap item as bolt-on items go. The price per set, with springs, of the ones we tested follows.

BETOR – $36.95. They are rebuildable and the rebuild kit costs $13.90.

ARNACO – $49.90. Rebuildable with a price on the parts that varies according to what you need to fix.

BOGE – $36.60. There are three different models for smooth track, motocross or desert so price for each model may vary.

S&W – $37.80 for the shocks plus $12–16 for the springs depending on the wind for a total price of $49.80 to $53.80 based on your choice of spring.

This is what we tested and what we tested them on. Top, left to right: Arnaco "2ND", Girling, Ceriani. Bottom, left to right: Curnutt, S&W, Boge and Betor. On the DT-1, KONI 80.

CURNUTT – $39.00 for the 3.7 inch travel model we tested. Includes the springs which are always a constant wind, as are the Arnacos. (And they're bright red.)

KONI – $50.00 plus $12 for the springs. S&W springs are recommended to go with the KONIs. They are rebuildable.

GIRLING – Recommended price for two Girlings is $38.50, including springs, for the model we tested. They are considered a sealed unit and not rebuildable.

CERIANI – $46.00 including springs for an Italian shock that is rebuildable, with a price tage of $3.55 for the rebuild kit for two dampers.

You will pay anywhere from about $40 to about $60 plus any applicable taxes, etc. for a set of shocks. That, in itself, seems reason enough to make sure the choice is the right one for your bike and your type and style of riding. And that's what this test is all about. Not which is the "best" shock because that's not a meaningful term with such a wide variety of bikes, events, tracks, courses, riders and riding ability but, instead, to provide enough information for you to make the best choice of a shock for your purposes.

Fit to the Bike: Custom or Back to the Grinding Wheel?

The second thing you have to do after you've laid out your dollars is to put the shocks on your motorcycle. We asked all the distributors for a set of shocks for a Yamaha DT-1B. We expected that they would all fit a Yamaha DT-1B. Some of them didn't. This got to be a real hassle as we scrounged around for a machine shop to grind, drill and otherwise shape the eyelets and bushings to fit the 10mm bolt with a shoulder that holds shock absorbers on to a Yamaha of our particular vintage. Now, for sure, the manufacturers are going to say, "The dummies. Why didn't they just change the bushings and spacers to make them fit?"

We still think it's a lot to ask of a buyer to lay out about fifty bucks and then not have the item fit his bike. Maybe the bushings aren't that easy to find if you're Joe Average and maybe you don't have a machine shop down the block. Even if you do have access to a place for modifications they're going to charge you a dollar or three per shock to shave the metal to the right dimensions. Surprisingly, the KONIs, Girlings and Cerianis came with bushings that were too wide for the shock mounts. Additionally, the Girling's metal eye spacer was too small to accept the bolt. The Betors we originally received were an inch and a half too long and would have destroyed the basic geometry of the bike but they did fit the mounting brackets. The Arnacos were the best slip-in fit with the Curnutts a close second. The Boge and S&W were somewhere in between the two extremes in terms of grunt and struggle. We ground and drilled them all to fit. It was not fun.

Speaking of Dimensions

The weight, internal design, shaft diameter and fluid capacity of the shocks varied widely indicating to us that there are still a number of schools of thought as to what makes a good shock absorber. Without going into the details of internal design, which most riders will never see anyway, some key dimensional statistics are detailed below.

Coming Up Short

How much suspension travel you have at both ends of your motorcycle is going to determine, to a large extent, how controllable a ride you enjoy (or don't enjoy) over rough ground. Not all shocks for the same bike have the same actual travel, which isn't too surprising if you stop to think about it. Some manufacturers, such as Curnutt, even make a point of selling shocks with markedly different travel for different riders' preferences. The distance the piston travels before it comes to a screeching or thumping halt isn't the whole story since internal valving design and rates of damping progression are more important in determining

performance, but travel is an indicator of how hard you can bounce, particularly if you're bouncing repeatedly, before your rear suspenders bottom. Below is the measured travel to the nearest eighth of an inch of each shock tested.

KONI	4 inches
Boge	3¾ inches
Arnaco	4 inches
Girling	3-3/8 inches
Curnutt	3¾ inches
Betors	3 inches
Ceriani	3½ inches
S&W	3-1/8 inches

Heavy

Another dimension of a shock absorber that we were curious about was the weight when filled with the prescribed amount of damping fluid. Initially, it would seem that the lighter a shock is, the more desirable it would be when you're trying to shave pounds off your competition or trail bike. However, added metal in the reservoir generally serves as a better heatsink thereby keeping the fluid cooler which, in turn, means the shock will work closer to its designed efficiency longer. This idea falls apart if the metal used retains heat rather than conducting it to the air. Interestingly enough, the shock that gave the best all-around performance (and was one of the most expensive) also turned out to be the heaviest. There were, however, notable differences in weight. The total differences for two shocks (which is how many you're likely to use at a time unless you have Hakan Andersson's bike) varied up to a little over two pounds, the KONI and the Girling being the extremes in heavy and light weight. More interesting was the weight variation between shocks of the same make that had received the same amount of use. We attributed the weight difference to fluid loss, though the shocks did not, for the most part, leak noticeably.

KONI	4 lb.–4 lb.
Boge	3 lb. 8 oz.–3 lb. 8 oz.
Arnaco	3 lb.–3 lb.
Girling	2 lb. 14½ oz.–2 lb. 14 oz.
Curnutt	3 lb. 2 oz.–3 lb. 2½ oz.
Betor	3 lb. 11 oz.–3 lb. 11 oz.
Ceriani	3 lb. 7 oz.–3 lb. 8 oz.
S&W	3 lb. 2¾ oz.–3 lb. 2½ oz.

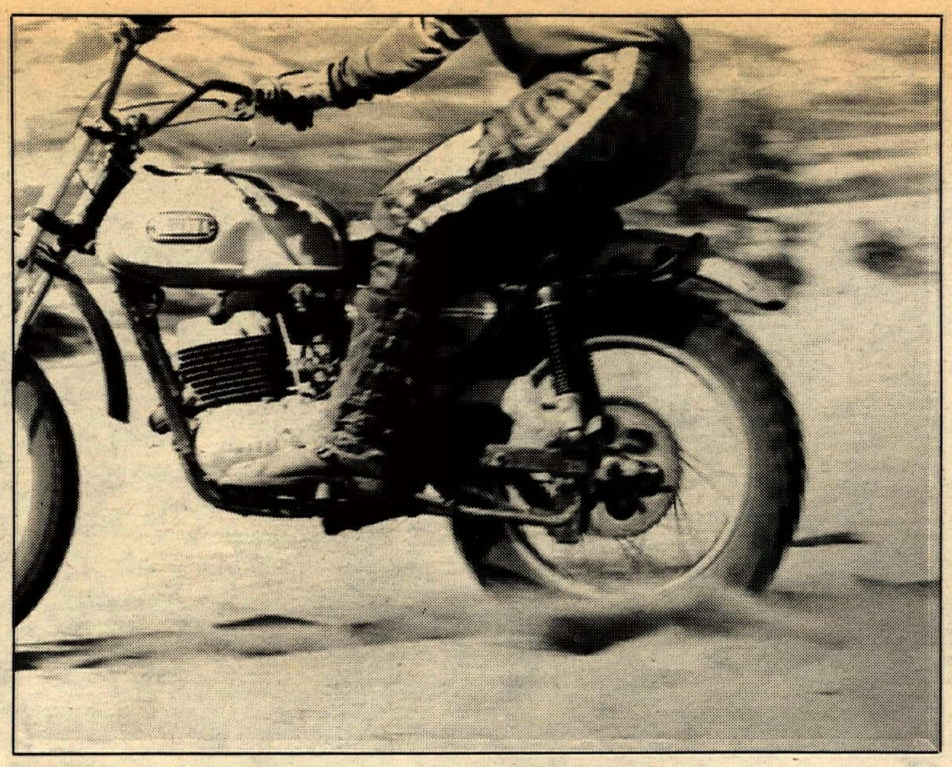
Shocks were weighed with the recommended springs mounted, which is also the way you ride on them. The differences in fluid remaining in each shock after use would indicate that the shocks on each side of the bike were performing differently. Even a half ounce difference in fluid fill (or loss) turns out to be a significant percentage of the total fluid capacity recommended for most of the shocks tested.

Testing Procedures

Our original intent when undertaking this project was to have both field test and shock dyno data. Both divisions of the test proved to be more arduous and time consuming than we ever dreamed possible. However, thanks to the folks over at "Cycle" Magazine, a generally accurate if exhausting monthly publication, our task has been lightened. If you desire to see charts and graphs depicting the performance of these shock absorbers on a dyno, you should get hold of a July issue of "Cycle".

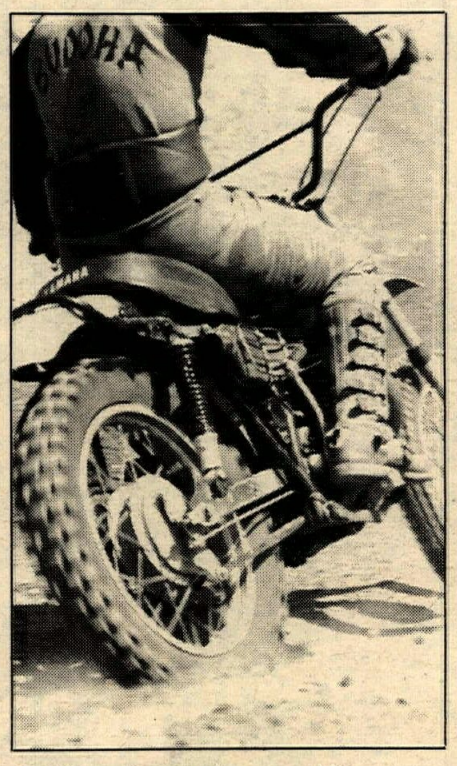
The field test is a decidely subjective measure. It basically consists of, "How does it work?" However, subjectivity does not have significant effect on the importance of the test. It should only cause you to look at the results in light of the methods used to achieve them. Subjective impressions were imposed on a quantified performance matrix so that each tester was forced to justify his choices.

We attempted, whenever possible, to keep variables to a minimum. The rating was done by two riders of the same weight (within five pounds depending on how the Hollandaise sauce came out on John's breakfast) and of similar riding styles and skill levels. A particular pair of shocks were mounted on the bike and a rider took off to traverse each of the four sections of the testing area. When he felt that he had traveled each section a sufficient number of times to get a grasp on their performance (and enough time for fade to occur if it was going to), he returned to the truck and the other tester took off without any conversation. While the second tester was riding, the first raided the cooler and did his numerical ratings. When the second tester returned he did his ratings (sans conversation) and then discussion ensued. We sat around for awhile guzzling this or that and comparing notes. The conversation frequently helped to congeal feelings about the shocks and the field test notes were created. The number ratings assigned by each tester were never changed.

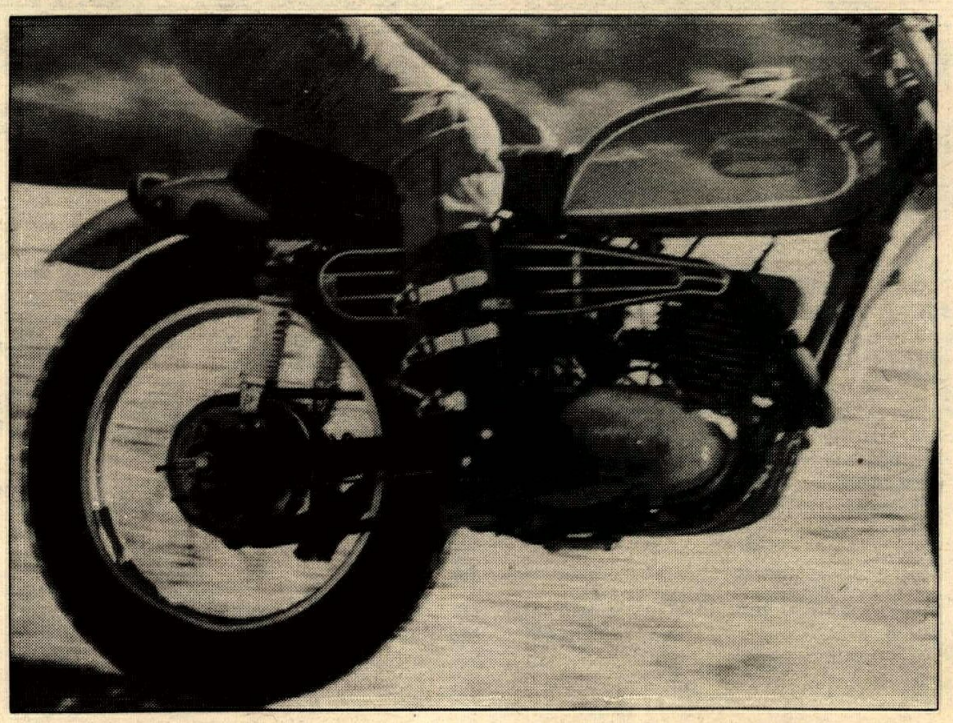


KONIs inspired great confidence over the whoop-de-doos — like you were doing well personally.

Unfortunately, Betor's reputation for a short lifespan proved true during our testing. Both shocks seemed to have casting flaws that cracked the eyelets within 30 minutes. They worked pretty well until then.



Getting power to the ground in accelerating out of corners was what KONIs did best, in fact, better than any other shock tested with Arnacos a close second.



Straight line stability over whoop-de-doos was good but Betors bottomed continually.

What you might interpret from this method is that if our rating numbers agree then our level of validity is probably high. If we're way off in comparative rating, one of us had a personal problem with the shocks. *You* might have the same problem. Then again, you might not.

In the four categories described previously, we rated the shocks on a scale of one to five. If a shock rated "5 plus" in all categories then the performance of the rear suspension approached that of good front forks (since front suspension seems to be at higher state of development than rear) or was the best we would expect from a stock shock. If it rated zero, it equated to the performance of a hardtail – or worse. We rode the stock Yamaha shocks first for a basis of comparison and they would rate around "two" in all categories.

In three days' time we ran all the shock absorbers on the bike, making notes of individual peculiarities, and so on. Then, in one day, we ran all of the shocks (in the reverse order) on the bike and rated them numerically. It was something like riding six twenty minute motos each. In the first days of riding, the shocks were hopefully broken in so that performance might be somewhere near optimum during our numerical rating session.

The following is an exact transcription of the notes we made on the final day of testing at Indian Dunes. Though we had thought of printing exact copies of the scratch pads they are just a bit too difficult to decipher. "Notes" are feelings that don't come out in numbers, that were recorded after individual rating by each tester.

KONI-80 series w/S&W 60-90 lb. progressive springs, first position.

	Tester 1	Tester 2
Whoop-De-Doos-	5	5
MX Chicane-	5 plus	5 plus

Note: the best things that KONIs did. So good you have to try it to believe it. Can exit corners very fast with excellent control.

Braking on Ripples-	5	5 minus
Jump-	5	5

Note: KONIs maybe not as comfortable as some but the most precise, fastest and gave good feedback feel to the rider. You know when to get on the throttle.

Around a fourth gear sweeper followed by a jump it was possible to fool them. If you came off the jump still at a lean (to the left), the bike would bounce back once. They refused to fade and the more you run them, the better they work. KONIs definitely take a while to warm up...then performance is outstanding. They make a stock DT-1 almost handle.

Betor MX model with 60-90 progressive wind spring.

	Tester 1	Tester 2
Whoop-De-Doos	2	3 minus

Note: Smooth at slow speeds but bottomed continually in third and fourth gear. It was impossible to go any faster under control. Straight line stability was OK (rear end didn't come around) but bottoming made the shocks intolerable. They were better than stock DT-1 shocks over whoop-dee-doos only because of their straight line stability.

	Tester 1	Tester 2
Jump-	3	4 plus

Note: Very smooth landing but feedback for that extra edge in throttle response was lacking. Good control, however, and no kickback. Liked the feel and lack of bounce after landing. But the shocks would bottom from time to time; even then, no severe kickback. Bottoming not good but Betors allow you to leave a jump with excellent control. Seem to give added push for distance.

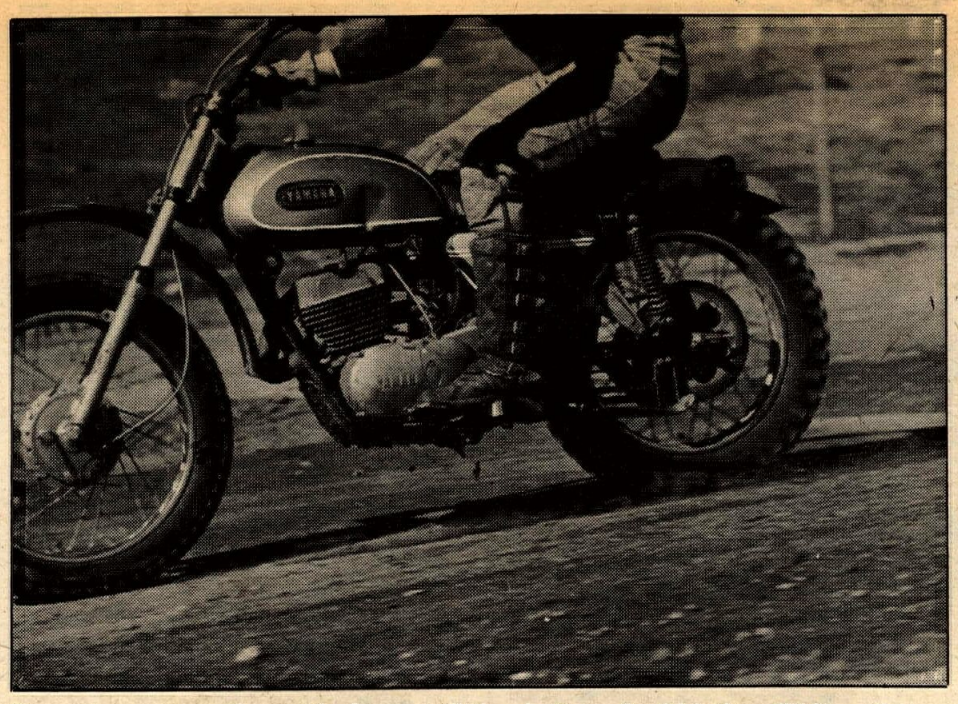
	Tester 1	Tester 2
MX Chicane-	4 plus	3 plus

Note: Would hold on selected line but oscillated in getting power to the ground out of corners. Good precision even over bumps and off-camber, again until they bottomed out. Ability to slide controllably over ruts very good.

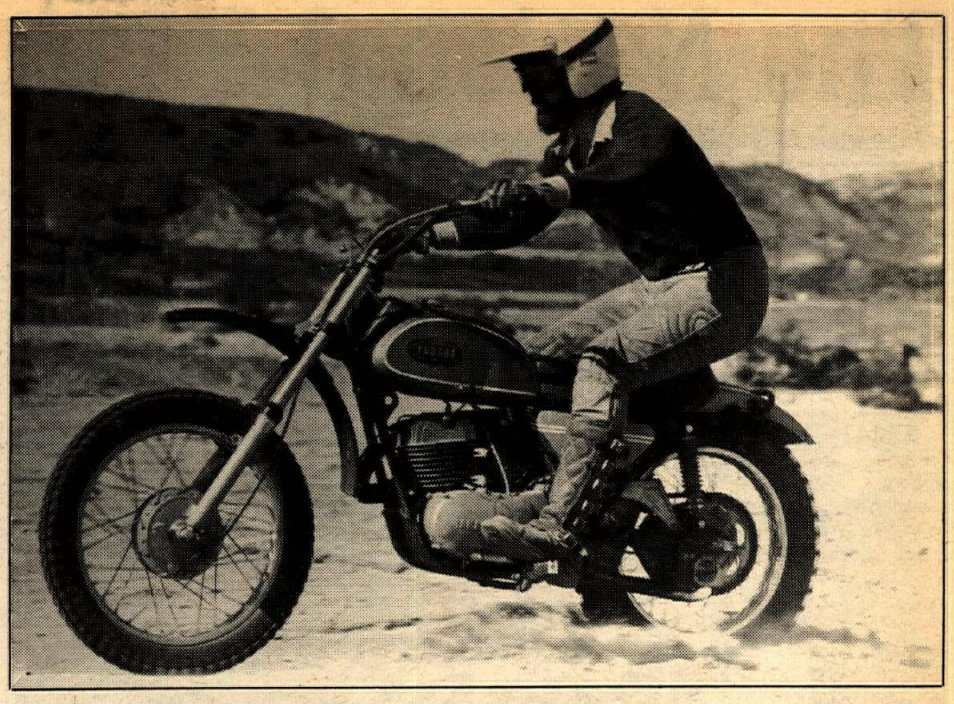
	Tester 1	Tester 2
Braking on Ripples	4 plus	3 plus

Note: Action was just average since hobby-horsing was so severe but it was not particularly uncomfortable. Part of it was due to DT-1 front end, no doubt. Straight line stability was OK. Wheel stayed on the ground most of the time in braking.

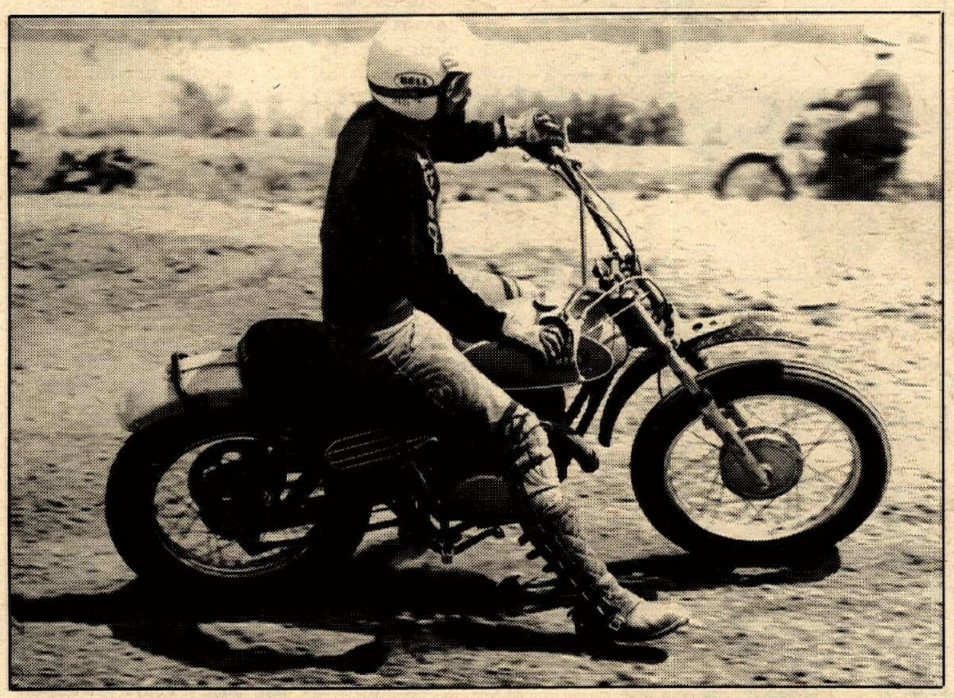
The reputation of Betors for short lifetime was unfortunately confirmed when both of the shocks tested had the top eyelet crack across the entire surface. One of them broke off completely, as shown in the photo.



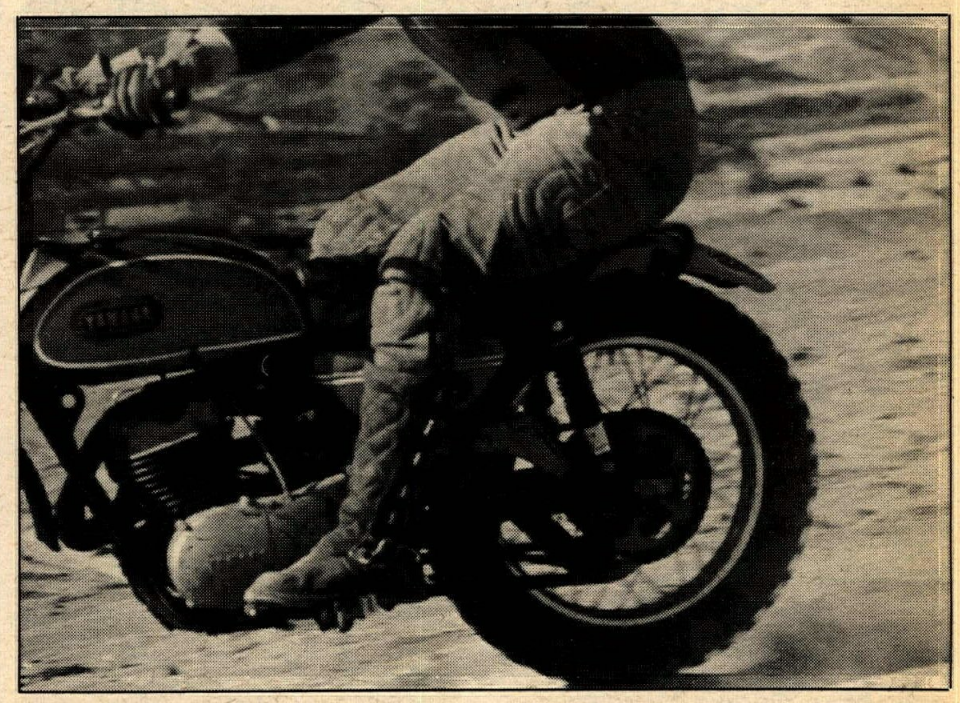
Curnutts were smooth over the jump until they bottomed, which they did from time to time. Then they kicked back ferociously. The valve must have been floating.



Long, open sand whoop-de-doos is the proper home for Curnutts. They do the thing in that environment.



S&W dampers and springs would carve around a berm with razor-like precision.



Boge MX shocks tended to have a harsh ride which was controllable but uncomfortable.

CURNUTTS 3.7" w/constant wind 60 lb. spring, preload for 170 lbs.

	Tester 1	Tester 2
Whoop-De-Doos-	4	4

Note: You could ride them almost as fast sitting down as you could standing up; They made the difference between riding in fourth and fifth gear on the Yamaha.

MX Chicane-	3	3 minus

Note: Feel of the DT-1B with Curnutts was very vague; not very confidence-inspiring in corners. Bike will not drive out of corners. Power doesn't seem to get to the ground when accelerating hard.

Braking on Ripples-	2	3

Note: Fairly severe hobby-horsing but no sideways kick or deflection. Rear wheel would lock up and kill the engine if you were't careful.

Jump-	3	4

Note: Very soft until they bottom — then they kick the rear end of the motorcycle up very fast.

Generally, a soft riding shock but occasionally the valve would be out of position and you got a severe smack in the ass. The Curnutt has an almost indestructible shaft and maintain the same performance. Curnutts are a baffling shock — very difficult to get a grasp on their performance.

BOGE SS (MX model) w/60-90 progressive wind springs, first position

	Tester 1	Tester 2
Whoop-De-Doos-	3	3 plus

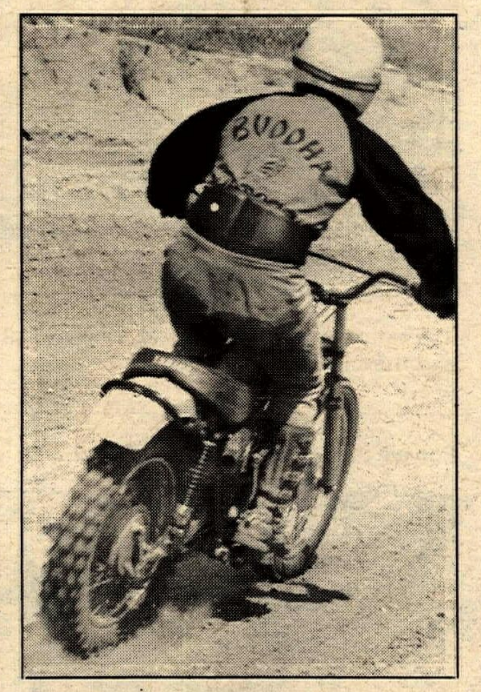
Note: Directional stability was OK but testers agreed they couldn't take the rigidity of the Boges for the length of a desert race.

MX Chicane-	4 plus	5
Braking on Ripples-	2	4

Note: Bashed kidneys a bit but control was good.

Jump-	3	4 plus

Unbelievably "fast" shock in terms of bike speed over the ground which makes sense only when translated to ground contact and tracking through corners. It gives the feeling of slicing a line like a razor. Also very harsh — except when landing from jump; then, just firm. Very positive control. What they do best is MX corners.



Braking on the ripples leading into corners was a harsh business on the S&W's. Control was noticeably lessened.

Seem perfect for 15-20 minute "balls-out" motos where precise control and speed are more important than rider endurance. They seem to transmit more bump to the rider but impart perfect berm control. Excellent on sweepers, will drift out controllably.

S&W (Motocross model) w/60-90 progressive S&W springs.

	Tester 1	Tester 2
Whoop-De-Doos-	4	2 plus
MX Chicane-	4	3
Braking on Ripples-	3	3 minus
Jump-	4	4 minus

However, the Boges did like to track around a corner with extremely fine control. They really allowed you to hold a line.

Don't do anything super well but are OK. They do most things acceptably. The shocks did nothing strange in MX turns but were not as precise as KONI or Boge. Got power to the ground OK.

They did not like the whoop-de-doos — or at least the rider didn't like them on S&W's. Very harsh ride over whoopdies. Not very outstanding performance in any respect as a shock but better than stock. Same springs as are recommended for the KONI 80, though.

CERIANI w/constant wind 60 lb. springs.

	Tester 1	Tester 2
Whoop-De-Doos-	3	4 minus

Note: Smooth action but would bottom with fair regularity.

MX Chicane-	1	3

Note: Didn't want to stick in MX turns very well — but one tester felt that they accelerated out fairly well. Cerianis wanted to slide out more.

Braking on Ripples-	3	2

Note: Would induce side-to-side hop when braking on ripples, probably due to bottoming.

Jump-	3 minus	4

Note: Cerianis were very soft and cushiony — again until they bottomed. Then smoothness and control went away.

The springs supplied with the shocks were too soft for desert racing applications in our opinion. They bottomed and, in some cases, topped out, mainly due to short length of Cerianis.

GIRLING "SCRAMBLES" (MX) model w/60-90 lb. progressive springs in first position.

	Tester 1	Tester 2
Whoop-De-Doos-	5	5 plus
MX Chicane-	5	4

Note: Did not get a 5 from both testers mainly because of the jumping when accelerating out of corners on bumps and ripples.

Braking on Ripples-	3	3 minus
Jump-	4	5

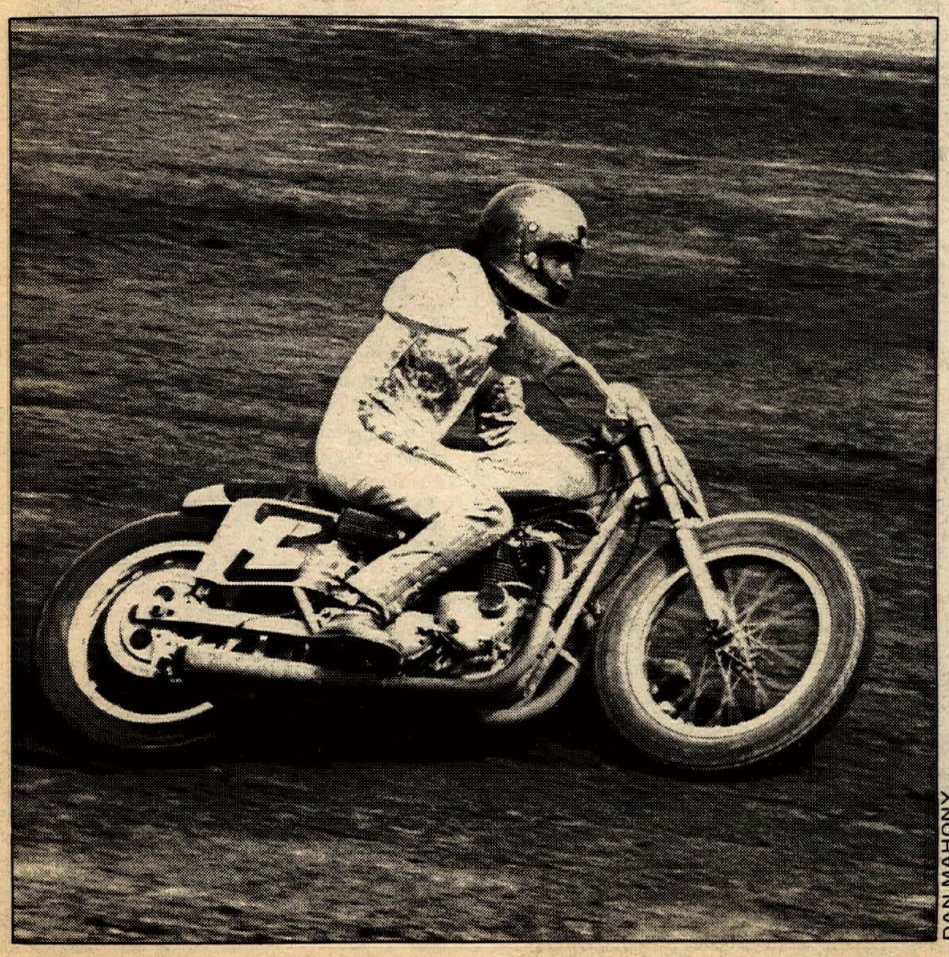
Not quite the subtle yet superb handling of the KONI but still very, very good. Handling was impressive and ability to conquer whoop-de-doos a real surprise. They steered well while hopping harshly into corners. The right hand Girling got the hottest of any of the shocks we tested — almost too hot to touch. It also has an awfully thin

Continued on page 33

The National Year In Review

Mike Haney, a 12-year veteran, won his first National at the Houston Astrodome TT. Ken Roberts began his championship charge with a win in the Houston Short Track.

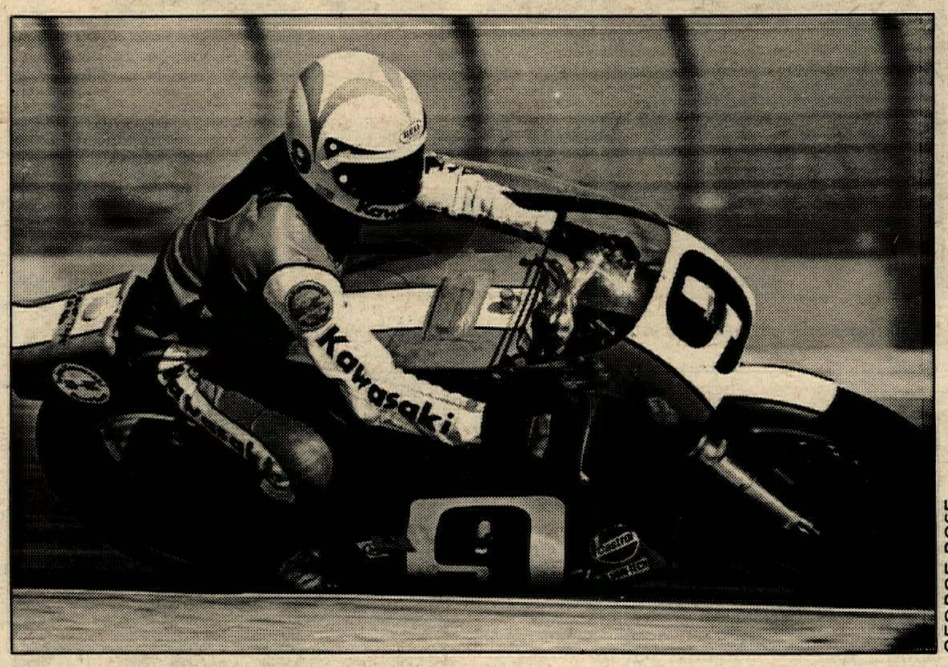
Gene Romero, shown here at Colorado, won San Jose mile and finished seventh in standings.



DAN MAHONY

GEORGE ROSE

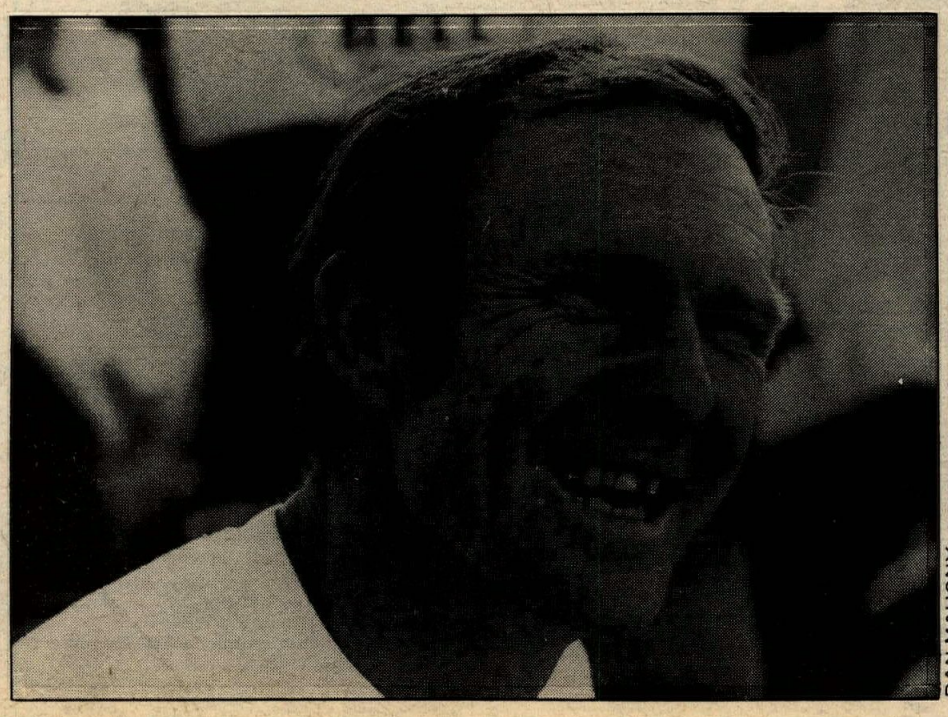
Mark Brelsford, National Number One, was out of action after his bad crash at Daytona.



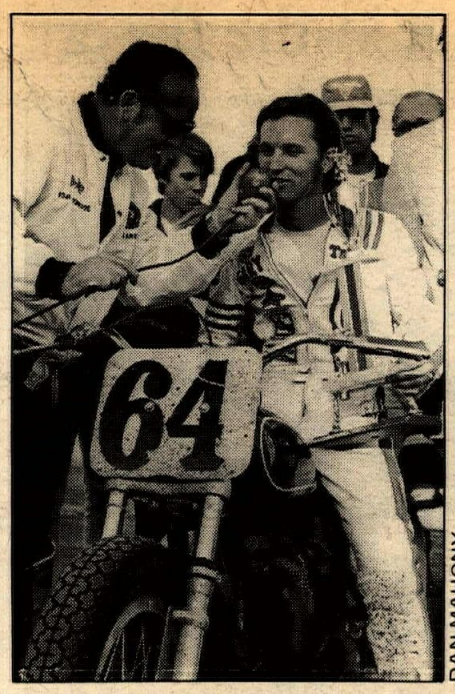
GEORGE ROSE

The return of Gary Nixon: Three National road race wins and third in overall points.

Popeye the Racer Mann. National champ in 1963 and 1971, still gassing it at 40.

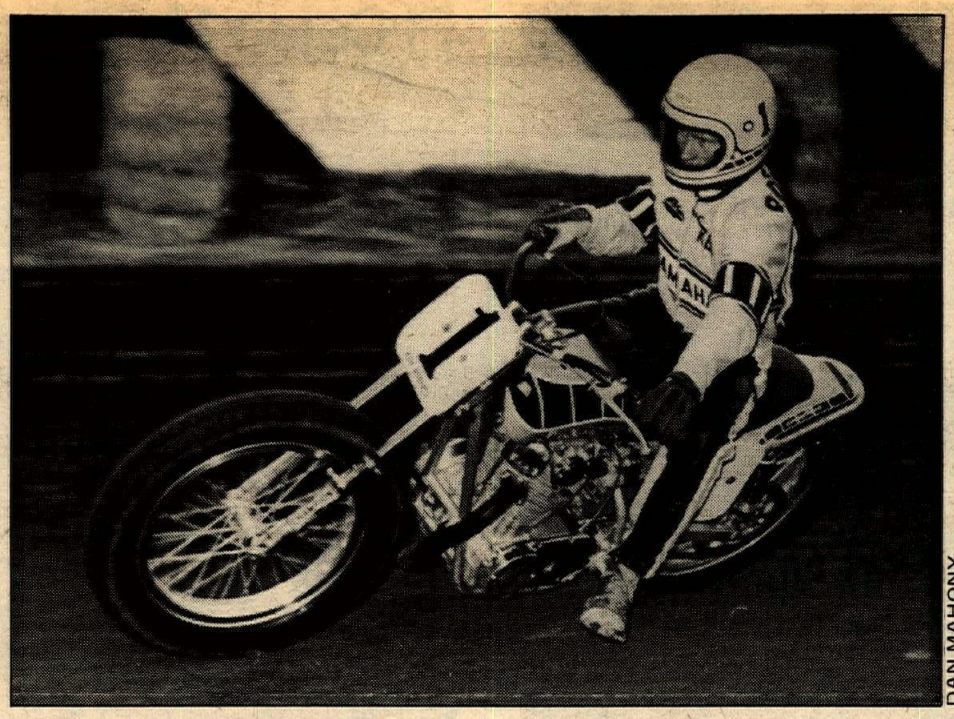


DAN MAHONY



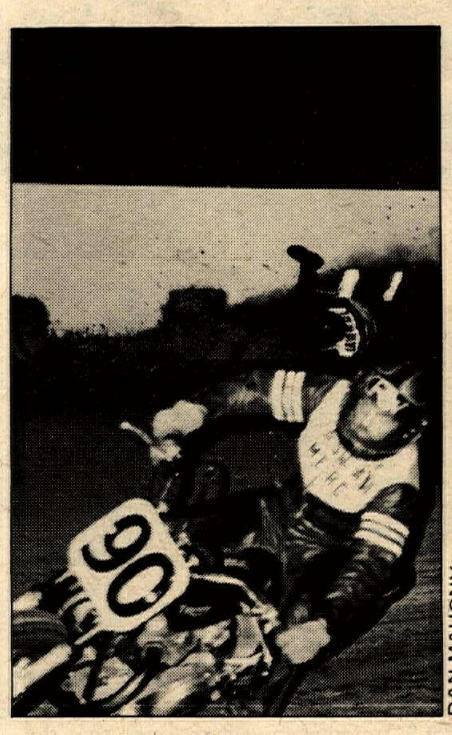
DAN MAHONY

Gary Scott, hampered by mechanicals, still finished second overall.



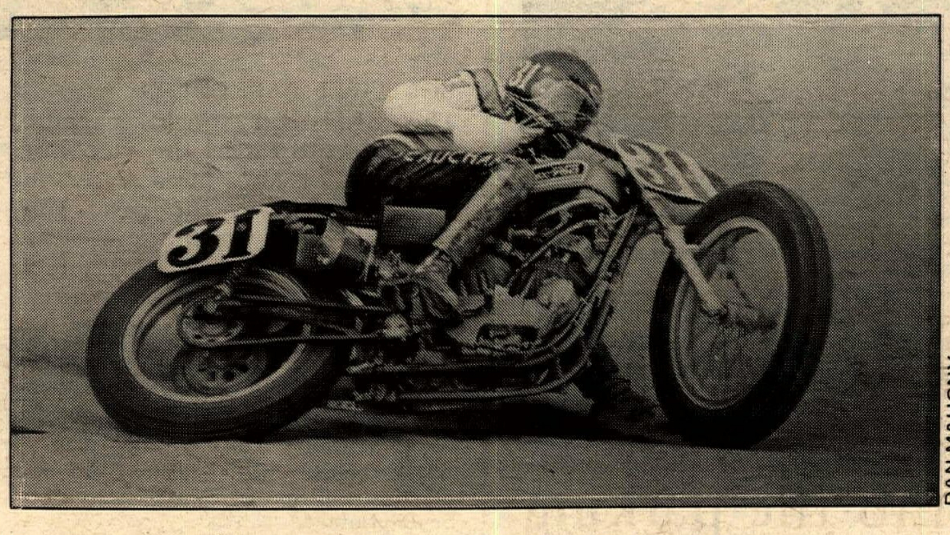
DAN MAHONY

National Number One for next year. Ken Roberts strung together an amazing list of consistent finishes, including three firsts.



DAN MAHONY

Lawwill took a few spills, but won Peoria TT, Indy mile and finished fourth.



DAN MAHONY

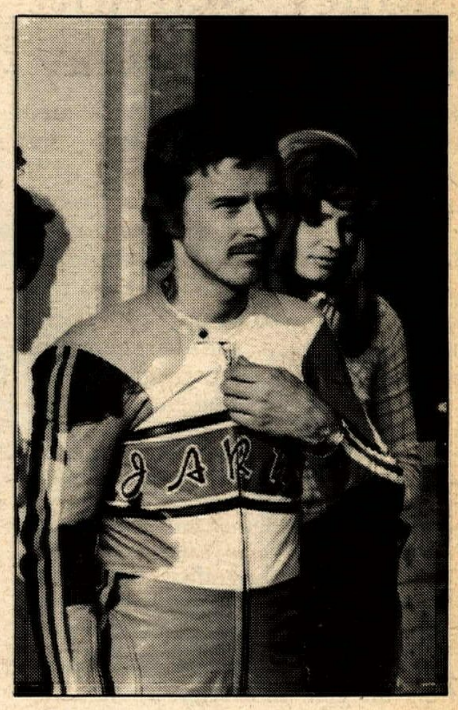
Rex Beauchamp, sixth overall and winner of the Terre Haute half mile.

Kel Carruthers. The engaging Aussie won Talladega road race.

Scott Brelsford moved into the top ten with a win at the aborted Atlanta mile. Classed as a Junior in road racing, Brelsford showed real promise in his first year as a dirt track Expert.

DAN MAHONY

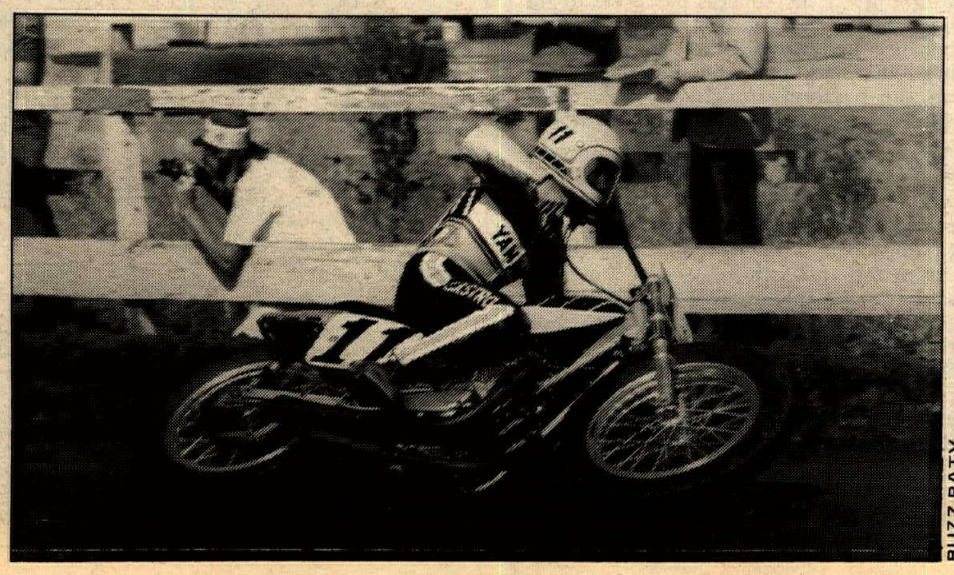
Dave Aldana (13) dives under strong newcomer Randy Scott. David won the Ascot TT, finished eighth in points.



Jarno Saarinen, world 250 road race champ, won Daytona. He later died in a terrible crash at Monza.

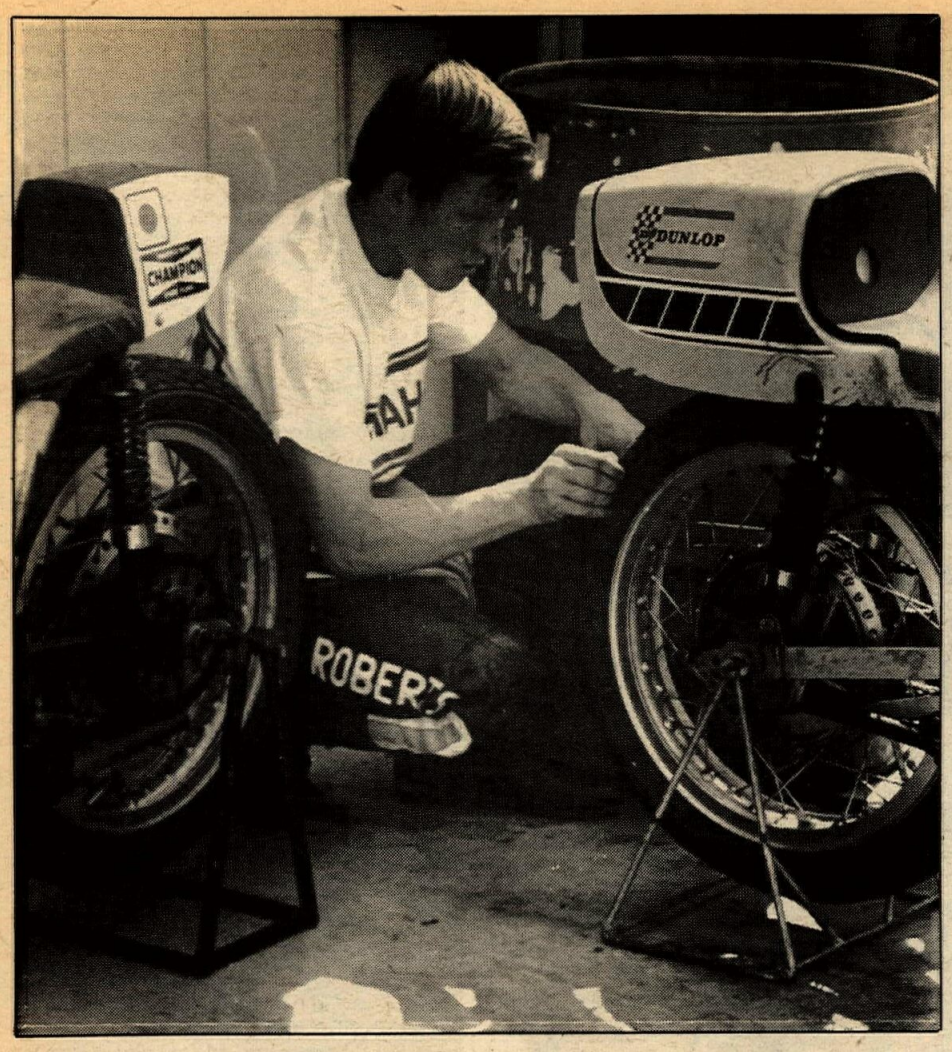
DAN MAHONY

Don Castro took the San Jose half mile and ended fifth with some respectable dirt and pavement performances.



BUZZ BATY

The shoes of DuHamel, winner of the Charlotte and Ontario road races.



1973 AMA Grand National Champion Kenneth Lee Roberts. Art Friedman Photo.

Ya Done Good, Kenny

By John Huetter

EL SEGUNDO, CAL., OCT. 18

When you drove into the parking lot of L.A.'s new superslick big money Marriott hotel, you could tell right away this was not an industry gathering of any conventional sort. Half the vehicles were vans, some with national numbers on them, "Keep on bikin" cartoons, racks on the back and the increasingly standard flashy paint jobs. It made you feel a little better to be part of a scene that definitely didn't seem up tight. The mood was good.

Inside the Grand Ballroom (as the plaque over the door called it), Yamaha probably with their ad agency, Bottsford-Ketchum, doing most of the groundwork, had prepared a giant spread: drinks, dinner and snacks that were a reflection of the importance Yamaha attached to their first Grand National Championship and the money they had available to let people know about it. It was not a chintzy affair. Also inside was a collection of people from the core and fringes of American motorcycling whose names are household words. At least in my household. Dan Gurney, Bruce Brown, who made a couple of good films and didn't go Hollywood; J. C. Agajanian, who even took his white Stetson off; Joe Parkhurst, a CBS Vice-president these days; Mickey Thompson; Baja and ISDT winner, Malcolm Smith; and Baja 125 class winner, Dick Miller.

There was a lot of old home week feeling for a lot of people who were into bikes one way or another. Yamaha, of course, had all their top guys to give Kenny checks, a trip around the world, the praise he deserves, and a little yellow and black wagon. There were former National Champions Gene Romero, Dick Mann and Mert Lawwill. Gary Scott, who had battled Kenny for the No. 1 plate all year, was there and so was Cal Rayborn who looks sharper every time I see him. The Yamaha riders themselves presented an impressive cast including Tim Hart and import Pierre Karsmakers in motocross, Gary Fisher and import Kel Carruthers in road racing, and Don Castro from the AMA circuit.

The luminaries, the racers, the promoters, the press, Kenny's support crew including dirt track tuner Shell Thuet were all there, simply by their presence, paying tribute to the new National Champion. The Japanese, with their usual courtesy, kept a very low profile as if to recognize that this was a down-home American shindig. Not a one even took a bow.

Kenny took all the joking at his expense and stories about him in good humor while he received monetary and verbal tribute from Bell Helmets, Goodyear tires, ABC leathers, Webco, Hap Jones and, of course, Yamaha Int'l. with the same good spirit. He's still a young, down loose racer and he never forgot it. If his success has gone to his head, he's living with it well. Probably because he knows how long and how hard the season has been that put him on the podium tonight to receive the white plate with the black "1" on it.

They even gave Kenny Roberts a chance to speak in his own behalf for a while and, for me, that was the best part. He was trying to act like a Champion in a new role suddenly thrust upon him and, generally, succeding. He said tonight that when he had clinched the title, he took off his helmet, wiped the dirt from his face and thought, "Well, shit, that's all there is to it. It's over" but, he went on to say, it wasn't and now he knew that there was a lot more to it. Congratulations, Kenny. Few riders have come so far, so fast and so hard. The Yamaha chiefs kept suppressing grins all evening. You couldn't help but feel pretty good. ●

El Cajon M.C. does it in the desert

HOLTVILLE, CAL., OCT. 21

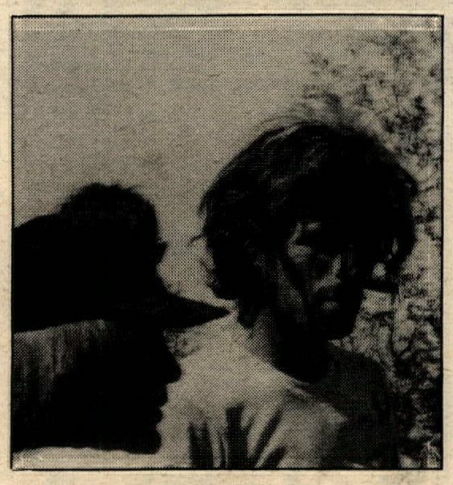
The BLM had sought a court injunction to cancel this race, but the El Cajon M.C. hired an astute lawyer and won the case. The federal land managers are obviously testing the legal limits of the regulatory powers thrust upon them by executive order. So the El Cajon case may well indicate that the BLM won't turn out to be the unreasonable dictator many folks feared.

Of course, the legality of the dollar-a-head Special Use fee has yet to be determined.

Today's race, three 36-mile loops, was held in the rolling desert near Holtville. Most folks were pleased with the course, the weather was good, even the BLM observers were in good spirits. The route, twisting through medium to thick brush, was all rockless sand with a few high-speed washes. It was well marked, but straying too far from the trail spelled trouble. Expanses of eye-level brush made relocating the course a frustrating exercise.

Mike Harper had no trouble finding his way and was in first overall with a healthy lead over second place (first 250 Ex.) Steve Sterner. Third was Open Expert Bob Thornberg.

Thornberg and Mickey Quade provided today's finish-line excitement with a flat out drag race for the last fifty yards. Thornberg won the sprint and Quade was denied fourth overall when he was disqualified for switching bikes between the second and third loops. Quade admitted the swap, but wanted to get in some practice for the upcoming Baja 1000.



Overall winner Mike Harper.

Some visitors from District 37 commented on the efficiency of the day's program, and mentioned that the run was somewhat easier than most of the District 37 events. And for many riders, that was a welcome relief.

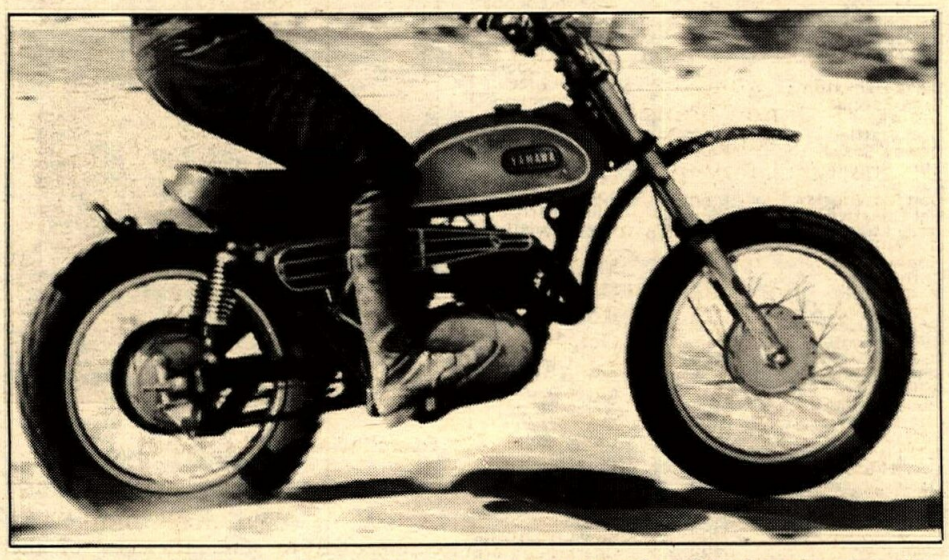
One desert ranger pointed out that the problem of littering is common at desert events, but that the El Cajon club usually left the site cleaner than they found it. Newcomers to the Southern California desert scene should be advised that leaving with less garbage than they brought in is frowned upon severely. ●

Results:

Overall: 1. Mike Harper (Open Ex); 2. Steve Sterner (250 Ex); 3. Bob Thornberg (Open Ex); 4. Randy Hodges (Open Ex); 5. James Jasper (Open Ex); 6. Bobby Niles (250 Ex); 7. Arky Gunn (Open Ex); 8. J. Green (250 Nov); 9. J. Ahrens (250 Ex); 10. B. Halbert (250 Am). (complete results next week.)

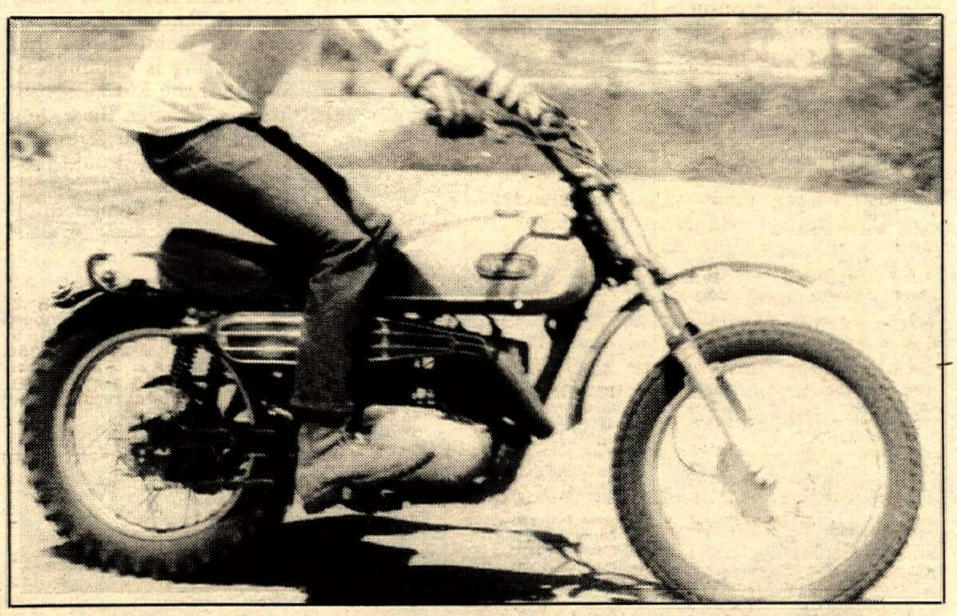
Bob Thornberg (27) and Mickey Quade drag racing. Thornberg won; Quade was disqualified for bike swapping.

Cerianis were too soft, too vague but are rebuildable.

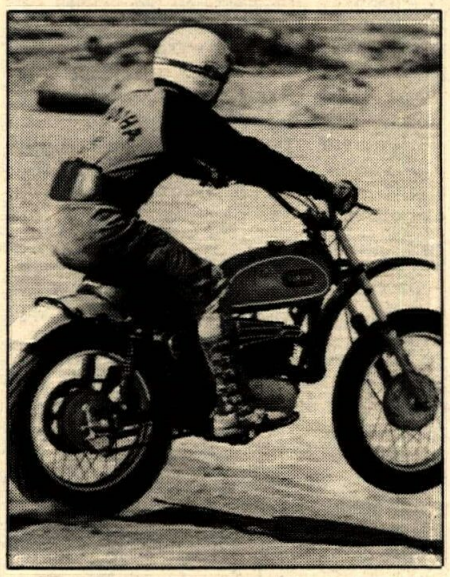


Bottoming out the Cerianis over whoop-de-doos was the rule rather than the exception. Springs needed to be stiffer for openers.

The Arnacos started out OK on braking into corners, then began fading after about 10 laps and started hopping.



The Arnacos kicked around a lot over the whoop-de-doos causing some hobby-horsing but the ride was smooth and pretty comfortable.



Girlings did very well over whoop-de-doos — a pleasant surprise in view of their short travel.

Great Shock Test

Continued from page 29

shift which looks prone to breaking or bending.

ARNACO "2ND" in middle position w/constant wind spring

	Tester 1	Tester 2
Whoop-De-Doos-	4 minus	3
MX Chicane-	3	3 plus

Note: Best feature was the way they came out of corners over uneven, rough surfaces. Excellent traction on bumps — better than Girling. Cornering was vague.

Braking on Ripples-	4	3

Note: Good when you stand on the pegs.

Jump-	4	4

Note: Didn't have good contact with the ground "feel" when landing.

They make fine family enduro whoop-de-doo shocks. They kicked around a lot but were smooth. Not very good directional control but nothing scary. They seem to fade fairly seriously after about ten laps. They degenerated into a fairly abusive pair of shocks when pushed hard for extended periods.

Some Legends Are Debunked By Reality and Others Confirmed

A couple of very firm conclusions emerged from the Cycle News Shock Test. One is that the whole field of rear suspension on motorcycles is way behind in development compared to the rest of the machine. Even now, it appears that some major manufacturers are beginning to move in new directions on suspension, either in terms of replacing a damping fluid with an inert gas or entirely new designs such as the monoshock cantilever rear end on the works Yamahas and Kramer-Maico. But these advances aren't available to the average rider or competitor and he (or she) will have to live with what is on the market, probably a set of one of the types we tested.

The second item that became painfully clear to the testers, both physically and financially in some cases, is that most off-road competitors should change or rebuild their shocks a lot more often than they usually do. You will not be getting the same performance from any shock after a few motocrosses, cross-country races or hard weeks of trailriding. Most experts and professional riders rebuild or replace their rear shocks between each event. That is the ideal situation but not one we expect most sportsmen to follow. But that really is what you should do.

We also discovered that most of the shocks tested have limited applications and the same shock won't usually work for different types of off-road riding.

For example, the S&W and Boge provided to us were good for carving a line with knife-edge precision around relatively smooth turns but were too harsh, and seemed to have too little useful travel, for extended riding or cross-country racing. You cannot comfortably use their motocross model dampers for riding enduros, for instance.

The Curnutt shock was smooth, comfortable and allowed fast speeds over open desert-type terrain but became confused if the bumps or whoop-de-doos were closer together than four or five feet. The ride they provided over short frequency ripples was indifferent at best and definitely unsettling for the rider. Neither do they seem to provide precision of wheel placement at lower speeds. Curnutts are extremely rugged, however, and seem well-built according to their basic design.

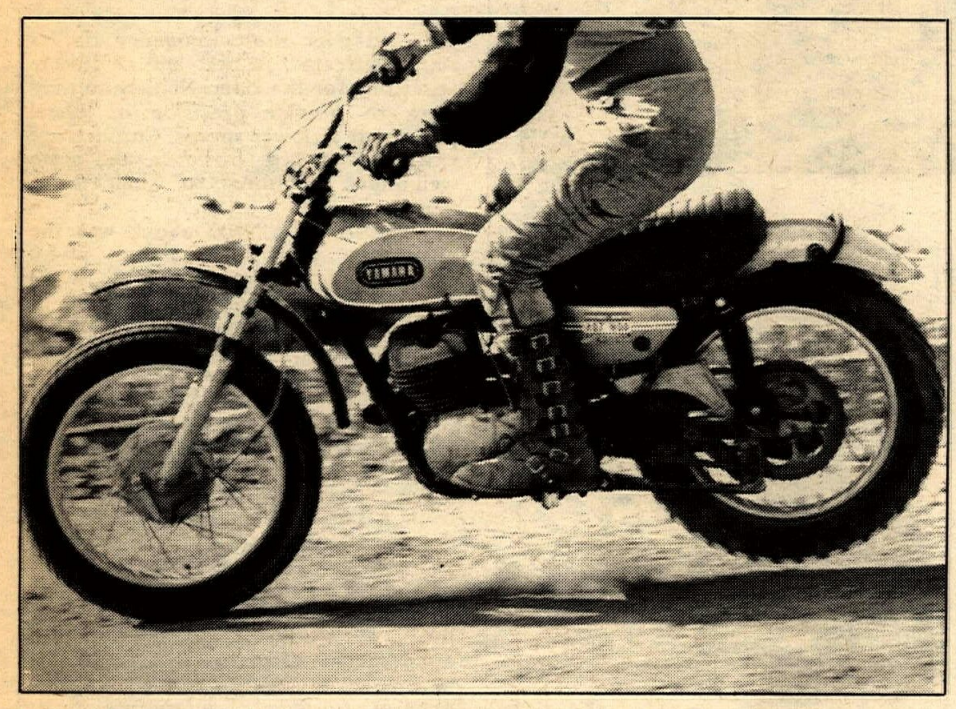
The Arnaco "2ND" shock was the only one that incorporated 50-50 damping in its design but we were unable to detect any marked gains in handling from this feature or the highly touted externally adjustable damping which ostensibly allows the rider to select a "firm" or "soft" ride. Seat of the pants reaction was that there was very little actual difference between the two extreme positions of the external adjuster screw and independent data from a shock dyno test confirms that the variation in damping is less than 10% from "hardest" to "softest" position. The thing they seemed to do best was provide improved traction to the ground during acceleration but other shocks tested (notably the KONI) were equal or superior in this area. The Arnacos started to deteriorate under extended use and other users of this shock have reported the same problem.

The British Girling was the most pleasant surprise of our test. A fresh set of Girlings really does live up to their historical reputation as a very good performing spring/damper combination. Their ability to track smoothly and quickly over whoop-de-doos, even with relatively short apparent travel, was quite good. They do seem fragile, however, with the thinnest shaft of any shock tested. The experience of other riders with Girlings confirmed our suspicions. The shaft will bend with less provocation than almost any other and that ends your ride for the day. They do require frequent replacement if you're going to maintain their "as new" good handling qualities.

The Cerianis impressed us as the most over-rated of the shocks we tested. The springs were not strong enough to prevent bottoming nor was the internal damping responsive enough to prevent topping. When ridden hard, even by the standards of medium-fair racer-journalists they didn't seem to have any proper place on a motocross or cross-country bike.

The KONI 80 series shock, at least the pair provided to us by Kensington Products, Ltd. which seemed to have a slightly longer travel than other KONIs we looked at, was the best all-around performer that we tested. Their major drawback seemed to be that they have to be pretty thoroughly warmed up before they begin working correctly. Given the necessary compromises inherent in suspension design, it seems like they made the right choice. Most shocks begin to deteriorate as they warm up and most shocks warm up pretty quickly. The KONIs reached a plateau of constant performance after about 10 minutes and there was no detectable change in handling for 30-40 minutes after that, which is as long a simulated moto as we rode on them. The improvement in handling they provided on the stock DT-1 left both testers incredible — and impressed. The S&W springs recommended to accompany the

Cerianis would slide out in the corners rather than hold on the selected line.



Girlings recoiled after landing from the jump making it difficult to feel exactly when to get back on the throttle.

KONI dampers seemed to complement their performance better than they did the S&W shocks themselves.

We were tempted to add a fifth category of evaluation: something like acceleration out of cobby corners, or power to the ground, but it would have so heavily favored the pair of KONIs we tested that it was discarded. Interestingly enough, this area of performance proved to be the main distinction between the KONI and the Girling as they were really comparable in other areas.

We'll now make some big, hairy, general statements about longevity based on shock dyno curves we have seen and actual experience in competition from first hand sources. This is not intended to be a scaled rating, particularly since there is clearly a wide variation between individual sets of shock absorbers of the same type.

However, the S&W, Boge, Curnutt and KONI will normally maintain their established level of performance: good, bad, or indifferent as indicated elsewhere in this test, for an acceptably long period of time and certainly for the duration of most competition events, except possibly the Six Days'.

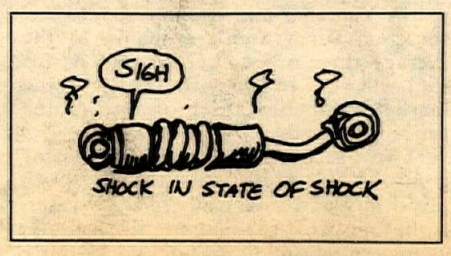
The Arnaco, Girling, Ceriani and Betor have shown that there performance will deteriorate significantly with extended usage. In short, they don't do the job as long as the shocks in the other category will do the job. Again, this is irrespective of whether they start out doing an acceptable job in the first place.

Arnaco claims to have solved their quality control problems and are now producing long-lived dampers. That has not been our experience with them. The Betors' longevity seems to vary widely from set to set. In general, they "go away" pretty quickly and have to be rebuilt.

In terms of general performance: improving ride, handling and control the Betors were not a bad shock except for the fact that they bottomed, which gave us the idea that they were undersprung and they broke, which led us to believe that quality control was still fairly spotty at the Betor factory.

A stress crack occurred across the top keeper of one of the shocks after about 20 minutes of riding and the top of the eyelet broke completely off. Upon removing the other shock, a virtually identical stress crack became apparent even though that shock hadn't broken...yet. We were generally favorably impressed with the performance of the Betor but if you get a bad pair, you're out of luck. On the other hand, as long as they last they are pretty decent shock absorbers and do the motocross stunts acceptably.

That's how the eight leading proprietary shocks stacked up under a controlled conditions test. We hope the results we discovered will help you to make a more intelligent and informed decision when you go to buy your next pair of shock absorbers. The one overwhelming conclusion that we couldn't escape is that almost everyone of the types we ran on could stand to be improved. There have been big improvements in rear end suspension for off-road motorcycles. We hope that the manufacturers will accept the challenge to advance the state of the suspension art for off-road bikes to where you, the buyer-rider-competitor, deserve it to be.



RESULTS

TT & Short Track
Corona Rcwy.
Corona, Calif.
Oct. 10, 1973

TT SCRAMBLES	
MINI BEG INT	
Greg Faulkner	Suz
Jeff Hall	Hon
David Detemple	Hon
MINI 80 COMB	
Pat Richmond	Hon
David Jenkins	Hon
Ricky Hoffman	Hon
MINI OPEN	
Jim Hall	Hon
Jim Ball	Hon
Mike Sigala	Kaw
100 NOV	
Tim Dowd	Kaw
Donald Ray	Kaw
Tony Popp	Yam
100 AM/EX	
Mike Minnig	Kaw
Robin Richey	Kaw
Richard Shook	Kaw
125 NOV	
Roberg Goodwin	—
Steve Schilling	Yam
Mark Williams	Hon
125 AM/EX	
Mike Tidwell	Yam
Tom Doty	Hon
200 NOV/AM/EX	
Steve Bales	Bul
Hal Cheetwood	Bul
Randy Hoggard	Bul
250 NOV	
Al Glover	Yam
Steve Bankston	Bul
Greg Zehner	Yam
250 AM	
Don Waffle	Yam
Dewey Seaver	Yam
Clint Palmer	Oss
250 EX	
Dan McWhorter	Mon
Hal Cheetwood	Bul
Jerry Mulkey	Yam
OPEN NOV	
Honda Long	Yam
Chris Beck	Yam
R. G. Stone	Mai
OPEN AM/EX	
Brian Tolson	Mai
Bill Carpenter	Yam
D. Butterfield	Kaw
SHORT TRACK	
PEE WEE	
Ron Hattendorf	—
Charlie Taylor	Hon
MINI COMB	
Jeff Hall	Hon
Terry McCleary	Hon
David Detemple	Hon
MINI 80 COMB	
Pat Richmond	Hon
Mark Scroggins	Hon
Evan Evans	Hon
MINI OPEN COMB	
Jim Hall	Hon
Johnny Sigala	Kaw
100-125 NOV	
Robin Richey	Kaw
Steve Schilling	Yam
Frank Ridlon	Yam
100-125 AM/EX	
Mike Minnig	Kaw
Tim Dowd	Kaw
Mike Tidwell	Yam
175-200 COMB	
Hal Cheetwood	Bul
Randy Hoggard	Bul
Steve Bales	Bul
250 NOV	
Paul Eggleton	Bul
Al Glover	Yam
Kelly Morriston	Bul
250 AM	
Don Waffle	Yam
Bruce Reynolds	Bul
Dewey Seaver	Yam
250 EX	
Hal Cheetwood	Bul
Brian Garcia	Yam
Terry Griner	Yam
OPEN NOV	
Fred Scurlock	Mai
Jim Brown	Yam
Kip Johnston	Kaw
OPEN AM/EX	
Ed Daley	—
Dennis Porter	H-D
Randy Smith	—

Motocross
Solano Eagles
Argyll Park
Dixon, Calif.
Oct. 14, 1973
by Reese Ultz

100 NOV DIV I	
Jeffrey Stewart	
Rick Salinas	
Jimmie Wooten	
125 NOV DIV I	
Rocky McAllen	
Eric Hodel	
Wayne Phillips	
Dave Parks	
125 NOV DIV II	
Tony Bouscal	
Scott Henry	
Jerry Dekay	
Jerry Gatton	
125 NOV DIV III	
Mark Christman	
Kenneth Boswell	
Pat Paya	
Ricky Marin	
125 NOV DIV IV	
John Baca	
Bob Christman	
Glenn Jennings	
Wayne Johnson	
125 AM	
Doug Reynolds	
Mark Means	
Fred Mooney, Jr.	
George Honey	
125 EX	
Henry Halbach	
Mike Hart	
Charlie Marshall	
Pat Wilson	
250 NOV DIV I	
Leonard Biss	
Jim Saulnier	
Douglas Larson	
Bruce Logan	
250 NOV DIV II	
Bradley Beaughan	
Danny Chandler	
Randy Burton	
Jim Marazzo	
250 NOV DIV III	
Charles Halcomb	
Scott Hickson	
Barry Jensen	
Mike Tillman	
250 NOV DIV IV	
Bob Bradford	
Mike Marsh	
Tod Clegg	
Glenn Stiefel	
250 AM	
Mark Yarrow	
William Carnes	
Joseph Genovese	
Alfred Baumann	
Jeff Shurtz	
250 EX	
Daniel Leet	
Danile Turner	
William Prato	
Brian Jodry	
OPEN NOV DIV I	
Joseph Escobar	
Larry Johnson	
Roger Hall	
OPEN NOV DIV II	
Gary Cooper	
Mike Avilla	
Bob Phinney	
OPEN AM	
John Thompson	
Bruce Wegenman	
OPEN EX	
Jeffrey Loff	
John Dieu	
Allen Yarrow	
Chris Willems	

Motocross
Desert Wheels M.C.
Rosamond, Calif.
Oct. 14, 1973

POWDER PUFF	
Denise Metevier	
MINI DIV	
Russell Eide	
Mark Byers	
Ladell Eide	
Ron Bowman	
Mark Larnkjaer	
Terry Ducker	
100 DIV I	
Ralph Delivs	
Steve Ambrosini	
Charles Canterbury	
Mike Lendt	
100 DIV II	
Lee Eide	
Don Frank	
Dave Peterson	
Tom Smith	
125 SR	
Brad Eyre	
Bruce Jones	
George Faber	
125 DIV I	
Mike Keen	
Mike Shively	
Bill Sundstrum	
James Davenport	
Kent Weiss	
Rod Brand	
125 DIV II	
Mark Barnes	
Jim Basquez	
Paul Marconi	
Martin Mosley	
Tom Cooper	
Phillip Berry	
250 SR	
Roy Knight	
Ron Crabel	
Randy Lewis	
250 DIV I	
Greg Winnel	
Jeff Hunt	
John Bumgarner	
Tim Hensley	
Bruce Farnum	
250 DIV II	
Bob Knutson	
Jeff Winkel	
Mike Marmon	
Don Smith	
Del Telford	
OPEN DIV I	
Keith Mertz	
Mike Keen	
Courtney Pereira	
Paul Hale	
Tom Church	
OPEN DIV II	
Laymon Cattis	
Don Ronningen	
Troy Hollis	
Rusty Miller	
Dennis Hill	

CRC Motocross
OCIR
East Irvine, Cal.
Oct. 14, 1973
by The Shadow

POWDER PUFF	
Annabella Wood	Hon
Madelene Almeida	YZ
Stacy Bell	Hus
80 MINI	
John Bless	Hon
Kurt Sofka Jr.	Yam
Terry Woolwine	Ind
Ken DeBlasio	Yam
60 MINI	
Kurt DeBlasio	Yam
Tony Barbacovi	Yam
OLD TIMERS NOV	
John Underwood	Ric
Bill Troop	CZ
Phil Hendry	Hon
John Webb	Gre
OLD TIMERS AM	
Norb Brown	Suz
Ken Williams	Pen
David Chandler	Yam
Steve Pyle	Yam
OLD TIMERS EX	
Chuck Berry	Yam
Spike Duncan	Yam
Joe Pearson	Hus
Manny Dauber	CZ
OLD TIMERS MASTER	
J. L. Siebrandt	Gre
Paul Clark	Mai
Dick Smallwood	Mai
100 BEG	
Adolph Rodriquez	Yam
Mike Williams	Hod
Robert Kiker	Hon
100 BEG UNDER 16	
Danny Van Auken	Hon
Doug Remp	Hon
Kurt Sofka Jr.	Yam
Davee Collins	Pen
125 NOV	
Mike Harris	Hon
Ted Brobeck	Pen
Jay Arnett	Pen
Steve Hester	Hus
125 NOV UNDER 16	
Alan Smith	Hon
Paul Christensen	Hon
Dennis Sexton	Hod
125 BEG	
Edward Moore	Hon
Keith Sizoo	YZ
Pat Baadilla	Suz
125 BEG UNDER 16	
Terry Woolwine	Yam
Mark Weida	Suz
Mark Keifer	Hon
250 BEG	
Dan Gaxiola	Yam
Bob Trettin	Yam
Steve Olson	CZ
Bob Highsmith	Hon
Brian Matthews	Yam
OPEN BEG	
Alan R. Olson	CZ
Anthony Villa	Suz
Dan Clayton	Yam
250 NOV	
Manuel Dauber	Hon
Kevin Anderson	Hus
Greg Stone	Yam
Dennis Grace	Hon
OPEN NOV	
Bruce Johnson	Yam
Dick Brown	Yam
Lee Evans	CZ
125 INT	
Rick Wiseman	Pen
Allan Tilford	Hon
Mark Ruelas	Suz
OPEN EX	
Pete Smith	Bul
Monte Mahan	CZ
Michael Jackson	Hus

NRA Motocross
Valencia, Calif.
Oct. 13, 1973
by The Shadow

125 BEG	
Rusty Biggs	Suz
Joel Cook	Bul
Tim Lanam	Yam
100 JR	
Steve Hadley	Yam
Mitchell Shook	Yam
100 BEG	
Glenn Shuman	Yam
Jim Meyers	Yam
Denis Freezner	Yam
125 JR	
Ed Boggs	Hon
Mark Hughes	Pen
Lance Hormak	Yam
Kent Parkinson	—
OPEN BEG	
Burk Tollstrup	CZ
Jim Eberle	Yam
250 BEG	
Mike Shively	Yam
Jim Tindley	Hon
John Ewart	Hon
Larry Winzeler	—
250 JR	
Roger Booth	Hon
Gary Ritts	CZ
Carl Marx	Hus
OPEN JR	
Tyler Tollstrup	Mai
John Fenton	—
Ned Joy	CZ
250 INT	
Mike Sheets	Hon
Dave Krikac	Bul
Russ Hoffman	Hon
125 EX	
Mike Hill	Hon
Fred Joenak	Bul
Sandy Termin	Pen
HOOLIGAN RACE	
Bob Ehart	Bul

D-36 Point Standings
Sept. 17, 1973
Short Track

1. Larry Drew
2. Dennis Robinson
3. Terry Otton
4. Jerry Kole
5. Manuel Crummett
6. Butch Davidson
7. Rick Hocking
8. Steve Eklund
9. Mark Smith
10. John Guglielmetti
11. Kirk Tardiff
12. Lowell Moural
13. Ted Davidson
14. Fenn Pervier
15. Ron Kole
16. Dorian Jewett
17. Kelly McIsaac
18. George Kalamaras
19. Chuck Kole
20. Dana Perri

RESULTS

Check Chase
World Championship
Hare & Hound
Checkers M.C.
Lucerne Cal. to Parker, Ariz.
Oct. 13, 1973
Finishers (* Indicates class winner)

name	cc	bike	div.
1. Jim Fishback	400	CZ	Ex
2. Tom Smith	360	Yam	Ex
3. Gene Cannady	350	Hon	Ex
4. Mike Marsh*	400	Hus	Am
5. Bob Romine	400	Suz	Ex
6. Ralph Garrett	450	Hus	Ex
7. Tom Schmid*	250	Yam	Ex
8. Genio Beattie	250	Hus	Ex
9. Tony Rider	400	Hus	Am
10. Mike Caudillo	250	Bul	Ex
11. Art Knapp	450	Hus	Ex
12. Kurt Lohmeyer	250	Bul	Ex
13. Jim Sumners	400	Hus	Ex
14. Michael Brooks	250	Yam	Ex
15. Rodger L. Flaming*	250	Hon	Am
16. Heath Hibbard	400	Hus	Ex
17. Craig Kerdus	250	Yam	Am
18. Bruce Lewellyn	360	Yam	Ex
19. Randy Fleming	250	Yam	Ex
20. Andy Kirker*	174	Yam	Ex
21. Gordon Schmid	250	Yam	Ex
22. Frankie Keeper	250	Hus	Ex
23. Ronald Platt	250	Yam	Am
24. Ken Evans	400	Hus	Am
25. Gary Garland	400	Hus	Am
26. Victor Triepke*	125	Yam	Am
27. Scott Haislip	171	Yam	Ex
28. Ron Holst	175	Bul	Ex
29. Stanley Baldwin	500	Yam	Ex
30. Jeff Kaplan	125	Hus	Am
31. Bill Elam	246	Yam	Am
32. Robert Balentine*	360	Yam	Nov
33. Bill Eisele	500	Yam	Ex
34. Cory Timms	350	Kaw	Am
35. Monte Lee	175	Yam	Ex
36. Marvin Eich	400	Hus	Am
37. Cotton Guio	400	Hus	Ex
38. Dennis De Camp	250	Yam	Am
39. Bob Bailey	360	Yam	Ex
40. Don Lyon	250	Suz	Am
41. Glenn Anderson	250	Bul	Am
42. Richard Oneal	500	Yam	Ex
43. Robert Anglin	400	Hus	Am
44. Ron Hall	175	Puc	Ex
45. Larry Laurent	250	Yam	Ex
46. Jim Hulihan	248	Mon	Am
47. Rich Smith*	125	Hon	Nov
48. Paul Coffman	175	Kaw	Am
49. Jim Wotring	250	Bul	Ex
50. Patrick Stoll	400	Hus	Am
51. Jeff Jeffries	175	Yam	Ex
52. George Hale	351	Yam	Am
53. Lauren Tuohino	400	Hus	Ex
54. Patrick Gibson	175	Bul	Am
55. John Pettis	175	Pen	Am
56. Ken Guio	400	Hus	Ex
57. Jim LaBrose	250	Bul	Am
58. Don Boyer	250	Yam	Am
59. Michael Pallas	360	Yam	Am
60. Bob Kendall	125	Hod	Am
61. Gary Auberlen	250	Bul	Am
62. Ed Whiteside	250	Yam	Ex
63. Denby Dailey	500	Tri	Ex
64. Jack Hawk	450	Hus	Am
65. Bob Massey	250	CZ	Ex
66. Jerry Leighton	250	Hus	Am
67. Dave Ruver	360	CZ	Ex
68. Don Carmear	650	Tri	Am
69. Philip D. Jones	400	Hus	Am
70. Craig Tucker	450	Hus	Nov
71. Dan Klohr	175	Puc	Am
72. Bill Fullmer	650	Tri	Ex
73. Don Whitehorn	250	Bul	Am
74. David Kersting	360	Yam	Am
75. Garry Conner*	100	DKW	Ex
76. Gene Rich	125	DKW	Am
77. Gary Barber	450	Hus	Am
78. Ed Williamson	501	Mai	Ex
79. Gene Rowden	360	Yam	Nov
80. Ken Bishop	360	—	Am
81. Roger Miller	400	Hus	Nov
82. Jim Nauman	250	Hus	Am
83. Hayward Mendenhall	350	Bul	Ex
84. Rick Austin	125	Hon	Am
85. Mike Hayes	250	Yam	Ex
86. Mack Moffat	125	Mop	A
87. Bob Steffan	326	Bul	Ex
88. Richard Snyder	350	Bul	Nov
89. Steve Greenberg	250	Bul	Am
90. Clyde Reese	250	Mon	Am
91. Ed Farrell	250	Hon	Ex
92. Tagg Guio	125	Hus	Am
93. Gene Parker	175	Yam	Am
94. Tom Martin	450	Hus	Am
95. John Lundgren	250	Bul	Am
96. Glen Bolenbaugh	250	Hon	Ex
97. Thomas E. Grant	250	Hus	Am
98. Tom Holmberg	400	Hus	Ex
99. Don Urbanek	360	Yam	Nov
100. Dan Jones	250	Oss	Nov
101. Mike Eckardt	173	Bul	Nov
102. Keith Marshall	250	Bul	Am
103. James Gamble	500	Yam	Ex
104. John Dial	360	Yam	Am
105. Ronn Blumke	350	Kaw	Am
106. Larry Morgan	250	Yam	Am
107. William Fisher	125	DKW	Am
108. Richard Chase	450	Duc	Am
109. Doug Martin*	100	Hod	Am
110. L. Nicholson	250	Mon	Nov
111. Mark Miller	100	Hod	Am
112. J. B. Wise	450	Hus	Nov
113. Larry Rosseler	100	Hod	Ex
114. Ron Pinion	250	Yam	Am
115. John Chestnutt	325	Hon	Nov
116. Hoyt Statham	400	Hus	Ex
117. Denis Alderete	250	Yam	Nov
118. Det Duncan	396	Suz	Nov
119. Dennis L. Rahn	250	Yam	Nov
120. Jim Harsha	400	Hus	Am
121. Chuck Alexander	450	Hus	Am
122. Jim Harwood	400	Hus	Am
123. Phil Cloward	100	Hod	Am
124. Steve Nestle	98	Hod	Am
125. Roger Brener	250	Hon	Nov
126. Tom Schell	246	Suz	Nov
127. John Magarro	400	Hus	Nov
128. Phil R. Cowan	100	—	Am
129. Alan Karschner	250	Hon	Am
130. John Trani	250	Yam	Nov
131. Charles Hamill	100	Hod	Ex
132. Bruce Conrad	400	Hus	Nov
133. William Wagner	125	Yam	Nov
134. Mike Holbrook	123	DKW	Ex
135. Ramon Bruner	250	Hon	Nov
136. Tom Bullock	250	Yam	Am
137. Steve Rion	125	DKW	Nov
138. Pete Jaunker	360	Hus	Nov
139. C.W. Reinhart	400	Suz	Ex
140. Kenny Markham	250	Hon	Am
141. Bill Binyon	100	Pen	Am
142. Jerry Brandon	250	Hus	Am
143. Mike Leckick	98	Hod	Am
144. Doug B. Chruchhill	400	Suz	Nov
145. Art Cossio	450	Hus	Nov
146. Carl Jastud	175	CZ	Am
147. Ward Wessels	125	DKW	Ex
148. Leon E. Graves	360	Yam	Am
149. Ed Smith	125	Hon	Nov
150. Mark Kurtz	123	Pen	Nov
151. Dale Eppard	450	Hus	Nov
152. John Karell	250	Yam	Nov
153. Scott Manning	250	Yam	Nov
154. Jeff Thorpe	125	Yam	Am
155. Mike Farrington	250	Yam	Nov
156. Gary Lane	175	Yam	Nov
157. Bill McGovern	125	DKW	Nov
158. Jim Stewart	250	Yam	Nov
159. Chris Gerner	350	Bul	Am
160. Gerry Hoffer	250	Bul	Nov
161. Bill Baldwin	360	Hus	Am
162. Tom Van Beveren	250	Gre	Nov
163. Terry Honeycutt	360	CZ	Nov
164. Curtis Mills	250	Yam	Nov
165. Craig Wolfson	250	Yam	Nov
166. J. L. Armstrong	400	Hus	Nov
167. Doug Reid	400	Hus	Am
168. John Armstrong	250	Suz	Nov
169. Dennis Tooman	250	Suz	Ex
170. Russell Elsner	247	Yam	Am
171. David R. Moore	173	Hon	Nov
172. Joe Vincent	125	DKW	Nov
173. Ken Summers	350	Bul	Nov
174. John Baldwin	125	Hus	Am
175. C. Ahuero	250	Bul	Nov
176. Butch Ventzke	98	Hod	Ex
177. Joe Williams	360	Yam	Nov
178. Martin Bishop	360	Hus	Nov
179. Ernie Mnoian	500	Yam	Nov
180. Jack Aschenbach	400	Hus	Ex
181. Albert Conrad	124	Pen	Nov
182. Jim Shuttleworth	400	Suz	Nov
183. Harold King	400	Hus	Am
184. Douglas Prutsman	175	Pen	Nov
185. Steve Knapp	400	Hus	Nov
186. Bob Terrazas	175	Pen	Nov
187. Lawrence Patterson	380	CZ	Nov
188. Robert Porter	360	Yam	Nov
189. Dave Willis	125	Yam	Nov
190. Ed Fitzgerald	250	Oss	Ex
191. Gary Bruner	450	Hus	Nov
192. K. Thorson	250	Pen	Am
193. Power Johnson	100	Hod	Am
194. Phil Haskell	650	Tri	Nov
195. Dean Jensen, Jr.	360	Yam	Am
196. Dennis Butow	398	Hus	Nov
197. Fred Nelson	400	CZ	Nov
198. Roy Sheridan	250	Yam	Nov
199. William Bouman	250	Hus	Nov
200. Wayne Forward	450	Hus	Nov
201. William Childers	400	Hus	Nov
202. Chris Boesen	250	Oss	Nov
203. Dave Wilson	175	Bul	Nov
205. R. W. Tartter	175	Puc	Nov
206. Tony Mistretta	175	Hus	Nov
207. Wayne Roach	156	Hus	Am
208. Art Stevenson	400	Suz	Nov
209. Dennis Funaro	125	Suz	Nov
210. Vincent Funaro	400	Suz	Nov
211. Sam Soule	360	Hus	Nov
212. Dave Dixon	100	Pen	Am
213. Wayne Lee	175	Hus	Ex
214. Dick Benson	400	Hus	Am
215. Larry Golliher	250	Yam	Nov
216. Tim Hibbard	250	Hus	Nov
217. Ed Ogden	650	Tri	Nov
218. James T. Edmonds	250	Hus	Nov
219. Lawrence Patterson	380	CZ	Nov
220. Shawn Morrison	405	Hus	Nov
221. Norm Stuart	650	Tri	Ex
222. Kathern Anglin*	125	DKW	Am
223. Russel Farvour	250	Yam	Nov
224. Roger Clayton	400	Hus	Nov
225. Ralph Beard	250	Hus	Am
226. John Cove	125	Yam	Nov
227. Donald Wilkison	250	Yam	Nov
228. Mike Cartledge	100	Hod	Ex
229. Jim Guice	250	Hus	Am
230. Keith Hart	250	Mon	Nov
231. Charles Curnutt	400	Hus	Ex
232. Jim Rucker*	98	Hod	Nov
233. Bert Balston	125	Mnk	Nov
234. Robert Miller	360	Yam	Nov
235. Jeff Marsh	175	—	Ex
236. Russel Collins	250	Yam	Nov
237. Joe Moore	400	Suz	Nov
238. Bob Reynolds	250	Bul	Am
239. Billy Heath	400	Suz	Nov
240. Ed Faulkner	100	Hod	Nov
241. Jim Daleo	400	Suz	Nov
242. Scott Pfeiffer	250	Yam	Nov
243. Jerry Perkins	250	Bul	Nov
244. Leroy Haines	400	Suz	Nov
245. David Richards	400	Suz	Nov
246. Ron Renker	125	DKW	Nov
247. Addis Anderson	400	Suz	Nov
248. Paul Freund	400	Hus	Nov
249. David Urbina	125	Puc	Nov
250. Les West	250	Bul	Ex
251. Roy Pfeiffer	360	Yam	Nov
252. Richard Burris	—	—	Nov
253. Tim Ralph	250	Hon	Am
254. Mark Harris	250	Hus	Nov
255. Mike Greeley	250	Hus	Nov
256. Scott Atkin	125	Hon	Nov
257. Earl Carpenter	250	Bul	Nov
258. Rod Ellis	250	Kaw	Nov
259. Lance Biscoe	125	Hod	Ex
260. Ron Farmer	400	Hus	Nov
261. Darrell Myrick	123	Mnk	Nov
262. Jeff Shumway	100	DKW	Nov
263. Dennis Christie	250	Yam	Nov
264. Danny Williams	100	Hon	Nov
265. James Winans	250	Hus	Nov
266. Boyd Addison	400	Hus	Nov
267. Larry Mullen	250	Bul	Nov
268. J. A. Heath	175	DKW	Am
269. Paul Ziegler	175	Yam	Nov
270. Fred Miller	400	Hus	Nov
271. Nick Zagala	400	Suz	Nov
272. Bill Thomas	360	Yam	Nov
273. Don C. Jones	250	Yam	Nov
274. Lonnie Murphy	175	Pen	Ex
275. Derric DesMarteau	250	Hon	Nov
276. Jerry Sill	380	CZ	Nov
277. M. A. Reich	450	Hus	Nov
278. Norman Belter	350	Mon	Nov
279. J. Gillingwators	175	Bul	Ex
280. Mike Capalite	350	Kaw	Am
281. Bill McCoy	250	Hus	Am
282. Walter Boris	450	Hus	Nov
283. Don Bauman	250	Yam	Nov
284. Dan Murphy	400	CZ	Am
285. Paul Sorensen	360	Yam	Nov
286. Gary Gilbert	400	Hus	Nov
287. Terry B. Raye	100	Mnk	Ex
288. Don Stokes	400	Hus	Nov
289. Joe Wilson	125	Yam	Nov
290. Jim VanBeveren	173	Pen	Nov
291. Marty Reider	360	Yam	Ex
292. Jeff Wilson	350	Bul	Nov
293. Dan Fink	326	Bul	Nov
294. Ralph Whitney/ Russ Jones	650	BSA	Ex

AMDRA National Points Standings

Name	Class	Bike	Pts.
PRO			
Sonny Routt	C/F	Tri	275
Robert Mauriello	A/F	Tri	235
Marv Jorgensen	A/D	H-D	225
Mark Davis	A/D	H-D	221
Wes Nyce	C/D	Kaw	220
T.C. Christenson	A/F	Nor	180
Mike Gartner	C/F	Tri	180
Jack Clapper	C/D	Kaw	169
Bill Smith	C/F	Tri	157
Dick Prime	A/F	H-D	137
Joe Mazziotto	F/A	Hon	135
K. C. Spillers, Sr.	C/F	Tri	125
Eralso Ferracci	B/D	Hon	122
Perry Fink	A/D	H-D	100
Virgil Naff	A/F	H-D	96
K. C. Spillers, Jr.	C/F	Tri	89
Steve Parker	AA/M	H-D	89
Anthony Mazziotto	C/D	Hon	87
John Wells	C/F	Tri	84
Nick Morale	C/D	Kaw	83
Amateur Division			
Vic Force	G/S	Suz	167
Dave Mishko	C/M	Hon	125
Frank Gilroy	F/S	Yam	102
Jim Vodock	D/S	Hon	92
Steve Knapp	W/SS	Kaw	88

Final FIM World Championship Point Standings

50cc ROAD RACING		
Jan de Vries	Kreidler	60
Bruno Kneubuhler	Kreidler	51
Theo Timmer	Jamathi	47
G. Thurov	Kreidler	36
H. Van Kessel	Kreidler	27
H. Rittberger	Kreidler	22
U. Graf	Kreidler	21
J. Huberts	Kreidler	21
R. Kunz	Kreidler	14
W. Gedlich	Kreidler	13
125cc ROAD RACING		
Kent Andersson	Yamaha	99
Charles Mortimer	Yamaha	75
J. Schurgers	Bridgestone	70
B. Jansson	Maico	64
E. Lazzarini	Maico	59
O. Buscherini	Malanca	51
Angel Nieto	Morbidelli	46
R. Minhoff	Maico	33
M. Salonen	Yamaha	32
P. Salonen	Yamaha	28
250cc ROAD RACING		
Dieter Braun	Yamaha	80
Teuvo Lansivuori	Yamaha	64
J. Dodds	Yamaha	58
Jarno Saarinen	Yamaha	45
M. Rougerie	H-D	45
Charles Mortimer	Yamaha	40
Hideo Kanaya	Yamaha	36
R. Gallina	Yamaha	32
Bruno Kneubuhler	Yamaha	28
Silvo Grassetti	Yamaha	21
P. Pons	Yamaha	21
A. Celso Santos	Yamaha	20
W. Pfirter	Yamaha	20
P. Pileri	Yamaha	18
C. Bourgeois	Yamaha	16
Charles Williams	Yamaha	15
J. Williams	Yamaha	12
Renzo Pasolini	H-D	10
B. Rae	Yamaha	10
M. Salonen	Yamaha	10
350cc ROAD RACING		
Giacomo Agostini	MV Agusta	84
Teuvo Lansivuori	Yamaha	77
Phil Read	MV Agusta	56
J. Dodds	Yamaha	49
B. Nelson	Yamaha	38
Kent Andersson	Yamaha	38
A. Celso Santos	Yamaha	33
Dieter Braun	Yamaha	33
Janos Drapal	Yamaha	30
P. Korhonen	Yamaha	25
Walter Villa	Kawasaki	23
W. Pfirter	Yamaha	17
500cc ROAD RACING		
Phil Read	MV Agusta	84
Kim Newcombe	Konig	63
Giacomo Agostini	MV Agusta	57
W. Giger	Yamaha	44
Jack Findlay	Suzuki	38
Bruno Kneubuhler	Yamaha	34
Jarno Saarinen	Yamaha	30
Hideo Kanaya	Yamaha	22
E. Hiller	Konig	19
A. George	Yamaha	19
B. Nelson	Yamaha	19
C. Bourgeois	Yamaha	17
Eric Offenstadt	Kawasaki	17
Guido Mandracci	Suzuki	13
Peter Williams	Matchless	12
SPEEDWAY		
Jerzy Szczakiel	13	
Ivan Mauger	13	
Z. Plech	12	
Ole Olsen	11	
G. Khilovsky	10	
W. Pazinikow	8	
P. Waloszek	8	
W. Gordiejew	7	
J. Mucha	7	
A. Michanek	6	
ICE RACING		
G. Kadyrov	29	
B. Samorodv	25	
B. Pasnikov	24	
H. Johansson	23	
I. Tschopala	21	
M. Spinka	21	
A. Suchow	19	
O. Barth	16	
H. Siegl	14	
A. Svab	14	
OBSERVED TRIALS		
H. M. Lampkin	Bultaco	87
Mick Andrews	OSS/Yam	72
Malcolm Rathmell	Bultaco	58
R. Edwards	Montesa	52
B. Sellman	Montesa	51
R. Shepard	Montesa	41
Y. Vesterinen	Bultaco	39
T. Evertsson	OSSA	31
C. Coutard	Bultaco	28
Gordon Farley	Mont/Suz	26

Super Fun MX Saddleback Park Irvine, Ca. Oct. 13 by Tom Corley

125 NOV	
Rocky McKee	Suz
500 NOV	
Jim Keetun	Hus
Jack Blackwell	Hus
Greg Teto	CZ
500 INT	
Brad Smith	CZ
Rick Valentine	CZ
500 JR	
Ran McKee	CZ
Charlie Trejo	Yam
Robert Turnage	CZ
250 BEG	
Richard Avire	Yam
Darryl Weinkauf	Mai
Mike Kunger	Hus
125 JR	
Art Bradford	Hon
Del Walter	DKW
Dave Hu	Pen
125 INT	
Greg Blackwell	Pen
Arden Hadley	DKW
Bob Brennan	DKW
125 BEG	
Bob Waltenburlt	Hon
Tom McInmre	Yam
Bill Nable	Yam
100 BEG	
Mike Johnson	Yam
Mitch Maxwell	Yam
Jeff Hewitt	Yam
MINI	
Shane Hawley	Hon
Rick Hughes	Hon
Jack Browning	Hon
100 JR	
Hadley	Yam
500 BEG	
Reece Thompson	Hus
Robert Baum	Hus
Tony Moore	Yam
250 INT	
Tony Reed	Mai
David Launius	Hon
250 JR	
Dana Slater	Yam
Blair Kiskaddon	CZ
Mark Sullivan	Hon
250 NOV	
Steve Beam	Yam
Ken Gabrielson	Hus
Kirk Dunning	Hon

RESULTS

Super Fun MX
Saddleback Park
Irvine, Calif.
Oct. 20, 1973
by Tom Corley

250 EX
Smiley Cain Mai
Dave Carlson CZ
Les Schulz Mon
250 JR
Bob Bland CZ
250 INT
Bill Glore Hon
OPEN NOV
Curt Bishop Yam
Jim Braft Yam
David Crutsinger Yam
OPEN JR
Steve Tucker CZ
Bob Gundry CZ
OPEN INT
Dick Smallwood Mai
John Calvert Mai
Brian Lunness BSA
OPEN BEG
Reece Thompson Hus
Larry Workup CZ
Mike Whitman Yam
250 NOV
Ken Gabrielson Hus
Steve Beam Yam
250 BEG
Darryl Weinkauf Mai
Rich Avre Yam
Dan Swain Yam
125 NOV
Jerry Fanning Hon
Dave Helme Hon
B. Waltenburg Hon
125 JR
Jeff Sanchez Hon
Randy Shumate Suz
Del Walter DKW
125 INT
Bill Glore Hon
Ollie Senechal Hon
Rich James Pen
100 JR
Mike Johnson Yam
Chuck Borden Yam
100 BEG
Troy Bishop Yam
Greg Knight Yam
Tony Gomez Yam
MINI
Rick Hughes Hon
Larry DeSoto Hon

Bicycle MX
7th near
Studebaker
Long Beach, Calif.
Oct. 13, 1973
by Scot Breithaupt

BEG
Russell Clark
Ryan Autrey
Vince Jordan
NOV
Phil Dunford
Tim McCauley
Dan Denning
EX
Scot Breithaupt
Steve McKay
Paul Ritchey

NRA Motocross
Indian Dunes Park
Valencia, Calif.
Oct. 6, 1973
By The Shadow

MINIBIKE
Kent Meyers Hon
Randy Weller Hon
Jim Moll Ind
100 BEG
Eric Moll Yam
Jeff Moll Yam
Geoff Singer Hon
100 NOV
John Omara —
Dan Devine Yam
125 BEG
Kelly Sauliz Suz
Mike Guin Hon
Rob Sanders Yam
Joel Cook —
POWDER PUFF
Norene Hendrix Pen
125 NOV
Don Faulkner Hon
Mike Popp —
250 BEG
Mike Bogart Hon
Steve Olson CZ
Craig Nagawugi Hon
Dan Cather —
OPEN BEG
Alan Olson CZ
Keith Hepller CZ
Jim Eberle Yam
250 OPEN INT
Dave Krikac Bul
Derik McLeish Bul
Larry Camp CZ
125 INT
Don Faulkner Hon
Tom Luery Suz

Hare Scrambles
Nevada State
Championship
Las Vegas, Nev.
Oct. 14, 1973

PARTIAL RESULTS
1. Jack Johnson 250 Ex
2. S. Hardin 250 Ex
3. D. Belingheri 250 Ex
4. D. Blalock 250 Ex
5. M. Switzer HvWt Ex
6. R. Ronnow 250 Ex
7. B. Davidson 250 Ex
8. M. Mason HvWt Ex
9. R. Bunty 250 Ex
10. D. Cunningham 250 Ex
13. G. Grossan 125 Ex
17. S. Abott 250 Nov
20. D. McKnight 250 Am
22. Don Nabil 125 Nov
25. B. Johnson Over 40

Speedway
Irwindale, Calif.
Oct. 18, 1973
by Dennis Greene

SCRATCH MAIN
Mike Bast
Bill Cody
Dan Becker
Sonny Nutter
HANDICAP MAIN
Bill Gray
Bill Cody
Mike Curoso
Mark Cherry
Larry Shaw
Mike Konle
SCRATCH CONS.
Mike Curoso
Mike Konle
Larry Shaw
Don Cullum
HANDICAP CONS
Bruce Penhall
Jeff Sexton
Dan Becker
Steve Gresham
Troy McKee
Rick Woods

Speedway
Orange County
Oct. 19, 1973
by Dennis Greens

SCRATCH MAIN
Steve Bast
Larry Shaw
Mike Curoso
Mike Bast
HANDICAP MAIN
Mark Cherf
Larry Moon
Mike Curoso
Les Chanky
Scott Sivagar
Troy McKee
SCRATCH CONS
Dan Becker
Bill Cody
Jeff Sexton
Bill Gray
HANDICAP CONS
Bill Gray
Greg Haserot
Steve Bast
Sonny Nutter
Don Cullum
Guy Watterson

CMC Motocross
Saddleback Park
Orange, Calif.
Oct. 21, 1973
by John Bethea

MINI
Mike Musson Hon
Dave Schiedow Hon
Shannon Spence Hon
100 JR
Bob Evans Hod
Don Laverty Hod
Hal Richardson Yam
125 JR I
Scott Pittillo Hon
John Irwin Hon
Nick Morita Hon
125 JR II
Robert Marino Hon
Jeff Tomlin Hon
Chuck Brown Hon
250 JR I
Steve Morita Hon
Glenn Matsumoto CZ
Danny Longergan Hon
250 JR II
Jerry Diehl CZ
Ken Francis Yam
Ray Topham Hon
500 JR
Ernie Roberts Yam
David Blosser CZ
Bob Kady Mai
125 INT
Greg Bartock Hon
Bill Glore Hon
John Dickenson Hon
250 INT
Brad Lynch CZ
Mark Lawrence CZ
Don Bongiorno Hon
500 INT
Clyde Ross Yam
Steve Roach CZ
Mike Tague CZ
125 EX
Bruce McDougal Hon
Marty Smith Mnk
Rick Sheren Hon
Chuck Lunde Hon
Steve Gannon Pen
250 EX
Gaylong Mosier Hon
Chuck Bower Pen
Danny LaPorte Pen
Randy Myers Bul
Jon Derhammer Yam
500 EX
Jim West Hus
John Fackler CZ
Tim Lunde Mai
Bill Rubly B&S
Mike Gillman Yam

V.O.T.E. Trials
Soledad Sands Pk.
Acton, Calif.
Oct. 21, 1973
by Ron Szilagyi

MASTER
B. Schrieber Bul
M. Whaley Mon
G. Smith Bul
EX
D. Stanley Bul
A. Plouffe Bul
G. Vongaasbeek Bul
AM
L. Barr Bul
D. Bradbury Bul
P. Smith Mon
NOV
E. Burman Bul
G. Levy Mon
F. Graham Oss
KIDS A
D. Bernard
C. Dow
S. McGovern
KIDS B
R. Burman
J. Prince
B. Burman

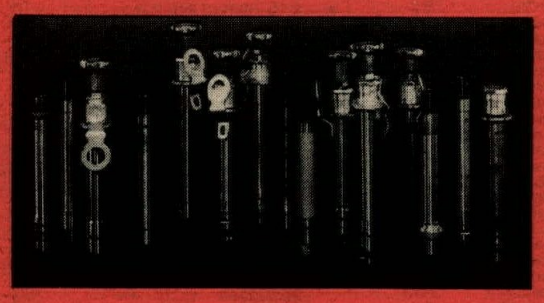
Bay Mare MX
Moorpark, Calif.
Oct. 21, 1973

The Very Final Results
60-UNDER MINI
Brian Tubbert Yam
61-80 MINI
Todd Whitaker Hon
Junior Morgan Hon
POWDER PUFF
Juana Madrid Suz
VETS
Art Meyer Yam
OPEN BEG
Gregg Purry CZ
Ed Ewbank Hus
125 INT
Scott Schafer Hon
Dave Schoonmaker Yam
250 INT
Buddy Romano CZ
Manuel Dauber Hon
Brian Sumner CZ
125 EX
Dave Kolbe Hon
Will Harber Bul
Mike Garrett Pen
250 EX
Dave Pessy Hon
Jim O'Neal Mai
John Heynkiewicz Mai
OPEN EX
Jim O'Neal Mai
Don Hicks Mai
Russ Darnell Hus

ISN'T IT TIME YOU HAD A "CHERRY" FRONT END ON YOUR BIKE?

Even if your bike came factory-equipped with what the ads call "Ceriani-*type*" forks, there's no substitute for the genuine article, as you may have noticed last time you were passed in the rough. The copies don't have the proven combination of carefully engineered hydraulics, forged alloy crowns and sliders, hardened and ground Swedish steel stanchions, and precision manufacture that make Italian-crafted *real* Cerianis the really *"cherry"* front end desired by racing champions. In fact, some factory competition bikes have altered our forks to look similar to their standard models which couldn't provide that *winning* ride. It's only fair . . . look how many have tried to make *theirs* look like *ours !*

CONVERSION STEMS: BMW ('55-on); Bultaco, Har-Dav Rapido, Sport-Tech; Honda 250, 305, Husqvarna; Kawasaki 250, Montesa 250, 360; Norton Ossa 175, 250; Rickman 100, Triumph (early & late); Yamaha Road, 350 Road; Yetman. Others be available in near future. These available through stocking dealers for BSA Twins (all), Victor, Ducati, Greeves, ster; Hodaka 100, Van 350, CB450, CL450; 350, 500; Maico; Atlas, Commando; 125, 250; Steen X-100; AT-1, CT-1, DT-1, 250 in development and will are bolt-on conversions the brand of bike listed.



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RESULTS

Fabulous Fun MX
Carlsbad Int. Rcwy.
Carlsbad, Calif.
Oct. 20, 1973
by Irv Inberlin

100 BEG	
Ron Whitlow	Hod
Jimmy Paterson	Suz
Bob Kargie	Hod
100 JR	
Ronnie Kitching	Hon
125 BEG	
John Smith	Hon
John Josepho	Hon
Scott Davies	Hon
125 NOV	
David Gerig	Suz
Scot Prante	Suz
125 INT	
Tod Rafferty	Yam
125 JR	
Jeff Skeen	Hon
Robb Orr	Pen
175 BEG	
Richard Keen	Kaw
250 BEG	
Dale Luedtke	Yam
Jack Larkin	Suz
Dan Seinell	Yam
250 NOV	
Richard Hasson	Hus
Dan Bruce	CZ
Garry Faulke	Yam
250 INT	
Eric Watral	Yam
250 JR	
Richard Smith	Hon
Brad Catcott	Hon
Steve Corey	Hon
250 EX	
Kelles Cottrell	CZ
OPEN NOV	
King Thompson	Yam
OPEN INT	
Delene Hals	Suz
OPEN EX	
Gary Stokes	Mai

Orange Bowl MX
OCIR
El Toro, Calif.
Oct. 19, 1973
by Tom Corley

OPEN BEG	
Pete Deterhagen	CZ
Lloud Villa	Suz
Steve Gallegly	Suz
OPEN NOV	
Dennis Newman	CZ
OPEN JR	
David Blosser	CZ
Dave Orozco	CZ
OPEN INT	
Ken Martin	CZ
Monte Mahan	CZ
OPEN EX	
Ted Weeks	CZ
250 BEG	
Bob Warren	Hon
Scott Cavness	Bul
Steve Medina	Bul
250 NOV	
Bob Freeman	CZ
Robert Lowe	CZ
Steve Castle	CZ
250 JR	
Greg Doolin	Bul
Duane Mowrey	CZ
George Healey	Hus
250 INT	
Pete Smith	Bul
Sheldon Messick	Kaw
Manuel Fimbres	Bul
250 EX	
Bruce McDougal	Hon
Morris Marimore	Yam
Geoffrey Northcote	Hon
125 NOV	
Rich Reveles	Yam
Dennis Curtis	Hon
John Irwin	Hon
125 JR	
Kevin Tidball	Pen
Ray Miller	Hon
Mike Harris	Hon
125 INT	
Dave Burgess	Hon
Greg Bartock	Hon
Kevin Crawford	Pen
125 EX	
Dave Carlson	Hon
Bruce McDougal	Hon
Bruce Baron	Yam
100 BEG	
Mike Johnson	Yam
Jon Hewitt	Yam
Jeff Shekell	Yam
100 NOV	
Terry Shekell	Yam
Tom Conrad	Suz
Michael Williams	Kaw
100 JR	
Mike Loper	Kaw
MINI BEG	
Joy Marimon	Hon
Marc Suginara	Hon
MINI INT	
Danny VanAuken	Hon
Bill Taylor	Hon
Jeff Henneke	Hon

Motocross
Moreno Valley M.C.
De Anza Cycle Pk.
Sunnymead, Calif.
Oct. 13, 1973

MINI BEG	
Joe Spangler	Hon
Frank Spangler	Hon
David Beem	Hon
100 BEG	
Alvin Long	Yam
Mark Allee	—
Mark Schuler	Yam
Jim Owensby	Kaw
125 BEG	
Chris Fortier	Hon
Ron Cain	Suz
Steve Anderson	Yam
125 JR	
Herb Carbaugh	Hon
Joe Ramirez	Hon
Dwayne Graham	Yam
125 PP	
Betty Dyke	Hon
Debbie Lutz	Yam
175 JR	
Doug McGowen	Suz
Dwayne Vanderby	Yam
250 BEG	
Randy Rios	Yam
Dennis Bradford	Gre
Henry Lebsock	Suz
250 JR	
Dan Roach	CZ
John Ward	Hon
Bill Beeker	Hon
250 EX	
Don Bazemore	Hon
OPEN BEG	
Bill Angel	Hus
Jim Nary	Yam
Fred La Ferney	Suz
OPEN JR	
Roger L. Heath	Mai

D-38 TT Scrambles
Hi-Boots M.C.
Dehesa Race Park
Oct. 8, 1973
by Jim Roberts

KIDS 0-80cc	
Steve Walker	Hon
Steve Kephart	Yam
Scott Meyer	Hon
KIDS 81-100cc	
Jimmy Roberts	Yam
Jeff Hoefling	Yam
Mike Huffman	Kaw
100 NOV	
Mark Little	Suz
Mike Maroney	Kaw
Charles McNelly	Kaw
125 NOV	
John Anderson	Yam
Bill Charles	Yam
Rodger Harris	Yam
125 AM/EX	
Brad Holt	Yam
Bobby Huffman	Yam
Tim Melancon	Yam
250 NOV	
Monte Roberts	Yam
Mark Aragon	Yam
Dave McDermott	Kaw
250 AM/EX	
Brad Holt	Yam
David Harris	Oss
John Apple	Bul
500 & OPEN NOV	
Gene Bennett	Tri
Kerry Standifer	BSA
Steve Bennett	Tri
500 & OPEN EX	
John Caldwell	Tri
Steve Little	BSA
Greg Reynolds	Tri

D-36 Point Standings
Sept. 17, 1973
Scrambles

1. Mark Smith
2. Mike Kalamaras
3. Steve Eklund
4. Ron Alsop
5. Mike VanLienden
6. Ray Huff
7. Kim Jorgensen
8. Ted Davidson
9. Ron Cole
10. Alex Jorgensen
11. Mike Allen
12. Rick Otto
13. Dale Mathers
14. Dick Garcia
15. Neil MacDonnel
16. Dennis Spence
17. Pat Brown
18. Jim Foley
19. Dwayne Smith
20. Randy Gibbs

D. 37 Hvywt. Scrambles
Point Standings
As of Sept. 30, 1973
By Diane Connolly

	Pts.
1. Kirk Redding	1,457
2. Paul Lambert	1,248
3. John Sprague	877
4. Bill Klaers	725
5. John Calicchio	619
6. Tommy Jarnagan	583
7. Mike Meyers	470
8. Rory Holladay	429
9. Dennis Junker	409
10. Buck Rich	399
11. Jim Wright	395
12. Brian Tolson	373
13. Casey Callender	373
14. David K. Wilson	365
15. Stan Ludwig	341
16. Rick Marquis	329
17. Brian Hobart	325
18. Vic Hannan	269
19. John Sperry	265
20. Mike Boyle	257
21. Wes McGee	223
22. Pat Lynch	218
23. Bruce Foley	216
24. Jeff Clark	206
25. David Rich	199
26. Joe Flores	187
27. Willie Hockie Jr.	170
28. Chris Smith	166
29. Albert Wighton	164
30. Jeff Cesmat	162
31. Ralph Porzelt	161
32. Derek Katanic	147
33. Bob Anderson	137
34. Don Waffle	111
35. Bill Barning	111
36. Stephen Lowell	108
37. Rick Milner	105
38. Tim Doland	105
39. Jim Hendry	101
40. Larry Walling	98
41. Dean Mackelprang	94
42. Richard Gino	92
43. Doug Mason	92
44. Dale Smith	91
45. Jack McCafferty	90
46. Sandy Robertson	88
47. Steve Okuda	87
48. Bill Bartels	83
49. Rod Sexton	83
50. Tom Howe	80
51. Jerry Aucutt	78
52. Vincent Graves	75
53. Howard Lines	74
54. Lance Vallery	70
55. John Sandona	70
56. Gary Kauffeld	68
57. Eugene Morris	67
58. Steve Jones	65
59. Robert G. Stone	64
60. Ed Dreschler	64
61. Doug Grantz	62
62. Lonnie Martin	60
63. Fred Scurlack	59
64. Ed Steffen	56
65. Steve Gardner	55
66. Ronnie Roderick	50
67. Charles Howe	48
68. Mike Posey	46
69. Eddie Walker	45
70. Mike Laney	45
71. Meven Stoner	44
72. Skip Cristy	42
73. Greg Schweers	40
74. Ken Fuller	36
75. C. H. Wheat	36
76. Robert MacEwen	35
77. Jeff Sexton	35
78. Wayne Rutledge	34
79. Chuck McIntosh	33
80. Mark Sparks	32
81. Mark Reichert	31
82. Earl Parker	31
83. John Lowe, Jr.	30
84. Doug Westly	30
85. Charles Petty	30
86. Ron Christner	29
87. Brent Sanderson	28
88. Ronald Rodriguez	26
89. Gerald Jarman	24
90. Larry Blum	22
91. Bruce Boyde	22
92. Paul Lass	21
93. Larry Bird	21
94. James Russell	21
95. Brad Williams	21
96. George Hicks Jr.	21
97. Rich Kouns	21
98. Keith Edwards	18
99. Jim Smith	17
100. Dick Stever	16
101. Jim Young	15
102. William Ham	15
103. Dave Lujan	15
104. Terry Davis	14
105. John Huelson	13
106. Dennis Yuricek	13
107. Gordon Moore	13
108. Ronald Dilley	12
109. Rod Bowsman	11
110. Chris Jones	10
111. Ronnie McDaniels	10
112. Richard Denham	8
113. James Foxe	8
114. Les McLarty	8
115. Joe Hierrera	7
116. Harold Hawvey	7
117. Virgil Conatser	5
118. Russell English	4
119. Victor Clark	3
120. George Morse	2
121. Joe Pearson	1

Dist. 37 Desert
Ltwt. Pt. Standings
As of Sept. 23
(Shamrocks H & H)

Mark Adent	2,760
Doug Winchell	2,235
Jim Fishback Jr.	2,200
Jerry Kindsvogel	1,745
Ray Alexander	1,729
Benny Padilla	1,617
Floyd Burk Jr.	1,465
L. Pfutzenreuter	1,427
Jeff Kirk	1,404
Tom Poteet	1,399
Bill Bogner	1,350
Dave Lapraik	1,310
James Eveland	1,293
Randy Fleming	1,274
Steve Subith	1,243
Allen Lund	1,235
Morris Norman	1,085
Ron Marx	1,009
Mike Caudillo	965
Steve Holladay	940
Ron Music	927
David Cheney	912
Genio Beattie	893
Ron Pinion	859
T.L. Gruenberg	844
Gordon Schmid	841
Don Grieve	840
Glenn Brown	832
Jerry Herren	831
Mike Powers	830
Ed Whiteside	824
Mark Widick	809
Jimmy Brown	775
Ron Platt	736
Gary Niederhuth	705
Mike Cummins	703
Greg Seda	676
Ramon Lowe	666
Larry Laurent	659
Jeff Winkel	655
C. VanDeVoorde	653
Bill Elam	649
Gino Massara	647
Tom Schmid	630
Mike Brooks	630
Gary Best	618
Ron Reinholden	617
Jim Sumners	600
Mark Steele	564
Steve Greenberg	555
Tom Schell	553
Ray Waldbaum	535
Hoyt Statham	513
Chuck Pettigrew	511
Tom Bullock	510
Chris Murdock	507
Jim Nauman	501
Dennis DeCamp	501
Don Boyer	495
R.M. Weinbrandt	491
Dennis Myrick	485
Mike Porter	472
Dennis Grace	472
Ron Wright	461
Ron Benson	460
Butch Nelson	456
Frank Keepers Jr.	437
Charlie Gates	430
Stan G. Wilbert	429
Ron Griewe	428
Clyde Reese	421
Philip Grove	418
Curtis Mills	414
George Zuber	412
Gary Auberlen	410
Bob Brownell	404
Don W. Shatto	399
Jeff Fries	394
Kurt Lohmeyer	391
Ed Farrell	388
Darrell Primrose	380
Glen Bolenbaugh	378
Gary Griffin	375
Frank Clausen	373
Bill Pridemore	370
Mark Anondson	362
Lloyd Suckut	357
John Lundgren	352
Neil Christman	350
Jamie Litton	349
David Symonds	338
Craig Skede	334
Ron Williams	330
Jerry Leighton	329
Russ Omey	328
Mike Johnson	325
Don Jones	315
Don Wilkison	310
George Meure	308
Don Lyon	305
Steve A. Fisk	301
Bill Becker	295
Larry Lariviere	292
Rodger Flaming	292
Bob Reynolds	288
Craig Kerdus	286
Ron Fore	282
Lucky Merritt	279
Jim Bringhurst	275
George Eggleston	271
Ed Johns	271
Terry Harris	270
Bill Holt	267
Tim Ralph	265
Wayne Cook	265
Chuck Beck	264
Kevin Hasten	260
Johnnie Trani	260
William Wolfson	259
Lory Watson	258
Pat Kinne	252
Don Teeters	250
Steve Staats	250
James Steele	246
Ron Lambert	245
Francisco Garcia	245
Mike Patrick	240
Rick Owen	240
Wayne Garrett	240
Mike Gibson	238
Darrell Brown	236
Phil Dawson	236
Don Whitehorn	234
Frank Malis	233
Brent Johnson	230
Donald Louis	226
G. Westergaard	223
James Wagner	220
Jack Cartwright	219
Fred Hawkins	219
Alan Peppel	211
John Moray	210
Andres Thalmann	207
Lexie Holtsclaw	205
Bob McLaughlin	202
John Armstrong	199
Doug Mathews	196
P. Kanczuzcaiski	195
Bill Lyman	191
Pat Seekatz	185
Paul Ashford	185
Robert Rhodes	183
Michael Dice	183
Steve Ellsworth	180
Bill Beard	180
Skeeter Wade	180
Larry Mason	176
Chris Gerner	172
John Northcutt	171
James Hall	170
Bill Biscoe	170
Michael Rhodes	170
Ken Rice	167
Martin Edwards	167
Thomas Grant	165
Tom Muto	164
Tony Kirkpatrick	160
Roger Dubaich	159
Skip Bartha	157
Dale Coats	154
Max Wade	150
Cordis Brooks	150
Lawrence Nicholson	148
H. Mendenhall	148
Denis Alderete	147
James Meehan	145
Gary Dellegatte	143
Dan Villegas	142
Danny Lenahan	141
Glenn Anderson	139
Peter Medina	139
Paul Hellmuth	137
Paul DeLatorre	136
Bruce Conrad	135
Curt Hill	135
Don Houser	134
—	—
Steve Bridge	134
Chris Boesen	131
Tim Okamoto	130
Jon Nichelson	130
James Freeman Jr.	130
Accie Spraggins	130
Fred Wing	128
Dale Brassfield	128
Mike Tolla	124
Mike Dunsworth	124
Dave Massingham	123
Jim Stewart	123
Bill Carr	122
Jim Sovie	120
Michael Murphy	119
Ed Nauman	118
Wally Podolece	118
Bill Larson	116
Richard Trusty	115
Jim Scarberry	114
Mike Hayes	113
Frank Gross	111
William Harris	110
Alan Kacschnes	107
Robert Jackson	107
Don Turner	106
Fred Taylor	105
Larry Conner	104
Jim Dieckmeyer	102
Ken Markham	101
Dennis Rahn	101
Fred Swepston	100

TROPHY PICKUP

Each listing $1.00 per week
Send to Cycle News
Box 498
Long Beach, Ca.
90801

World Championship 250, 500 Motocross; GP Road Racing; World Speedway and Ice Racing. Hotel Castellana, Madrid, Spain, Oct. 26. Diplomas and awards for winners in all above categories will be presented. R.S.V.P. to FIM Congress. Check results lists before buying your plane ticket.

Trophy Presentation for Rams MC European Scrambles, Oct. 27 8 p.m. at Hare & Hound camp site at Lucerne. (42)

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&
Makes Winners
From
Beginners

RESULTS

Hvywt. Club Standings
D. 37 Scrambles

1. Desert Barons	1,228
2. Gripsters	778
3. TT M/C	318
4. Sandak	297
5. SBVMC	195
6. Lightweights	182
7. Prospectors	170
8. Los Angels	100
9. Dirt Diggers	39
10. Simi Valley	29
11. Dusters	15
12. 4 Aces	18
13. Soboba	8
14. Jackrabbits	4

Observed Trials
ITA
Escape Country
Oct. 14, 1973

NOV	
Brian McDonald	Bul
Chuck Miriani	Bul
Kenneth Dacanay	Hon
R. J. Hipwell	Hon
Lynn Barnes	Bul
John Lammers	Hon
Tom Ross	Hon
John Hawley	Bul
Steve Sholly	Hon
Tom Montgomery	Hon
Gilbert Smith	Oss
BEG	
Jerry Box	Hon
S. A. Nelson	Mon
Mike Fyfe	Oss
Kinney Nelson	Hon
Jim Greenwood	Bul
Howard Harris	Hon
John Trachy	Hon
Jim Box	Hon
Paul Boisclair	Oss
John Tobias	Hon
Andy Smith	Hon
Ed McDonald	Bul
Bob Graft	Bul
Dave Young	Oss
Ray Wilcox	Bul
Harold Frazier	Oss
Blane Frazier	Oss
Bob Hughes	Bul
H. L. Olson	Mon

Motocross
Orange Bowl
El Toro, Calif.
Oct. 12, 1973
by Tom Corley

500 EX	
Ken Zahrt	Bul
Mark Rodman	Yam
Bruce Torbett	CCM
500 BEG	
Anthony Villa	Suz
Dennis Keaton	Mai
Phil O'Brien	Suz
500 JR	
Glen Tanaka	Mai
Steve Szueber	Yam
Vince Cole	Yam
500 INT	
Craig Adams	Hus
Frank McNabb	BSA
MINI BEG	
Joy Marimon	Hon
Danny Vanauken	Hon
John Zahrt	Hon
MINI INT	
Bob Quintin	Hon
Mark Marriote	Hon
Jeff Henneke	Hon
100 BEG	
John Gardner	Yam
Scott Cauness	Hod
Glen Tucker	Yam
100 JR	
Marty Miller	Ste
Terry Shekell	Yam
125 EX	
Dave Carlson	Hon
Bruce Baron	Yam
Rick Sheren	Hon
125 BEG	
Mike Little	Hon
Phil Maynard	Hon
Ron Rinden	Hon
125 NOV	
Rick Reveles	Yam
Ron Ricker	Suz
Ron Stroner	Bul
125 JR	
Kevin Tidball	Pen
Paul Belisle	Hon
Howard Pitcher	Hon
125 INT	
Mark Harrington	Hon
Al Tilford	Hon
Tim Daily	Hon
250 EX	
Marty Moates	Hon
Bruce McDougal	Hon
Rich Grafton	Hon
250 BEG	
Guy Coats	CZ
Steve Medina	Bul
Dan Buckley	AJS
250 NOV	
Jim Nasser	CZ
Steve Castle	CZ
Dan Ellison	CZ
250 JR	
Tom Hicks	CZ
Duane Mowrey	CZ
Kirk Bassett	CZ
250 INT	
Tony Read	Mai
Fred Smith	Yam
Jack Hazard	CZ

TT Scrambles
Perris Rcwy.
Perris, Calif.
Oct. 13, 1973
by Darleen Burton

MINI	
Pat Richmond	Hon
Mark Scruggins	Hon
Jeff Moon	Yam
MINI	
Mitch Fider	Hon
Jeff Johnson	Hon
Michael Sharp	Yam
100 NOV	
Dorothy Rowe	Yam
Mike Stewart	Kaw
Jimmy Sarver	Yam
100 NOV	
Donald Ray	Kaw
Danny Perkins	Yam
Randy Miller	Kaw
100/125	
Danny Miller	Kaw
Donald Keeling	Yam
Eddie Lawson	Kaw
125 NOV	
Dave Perkins	Yam
Joe Niehus	Yam
Matt Beavers	Kaw
125 NOV	
Jerry Sarver	Yam
Richard Nims Jr.	—
Rodney Luke	Yam
175/200	
Robert Michalik	Kaw
Mike Barrett	Bul
Ken Renner	Bul
250 NOV	
Bill Carpenter	Yam
Jeff Miller	Bul
Tim Thibodezux	Yam
250 NOV	
Dennis Andre	Hon
Ray McCullough	Oss
John Guthrie	Kaw
250 NOV	
Dale Reed	Yam
Walter Hall	Cop
Alex Gemmell	Yam
250 NOV	
Scott Anderson	Yam
Bob Grant	Yam
Mike White	Yam
250 AM/EX	
Elbert Tanner	Yam
Michael Beck	Bul
Bob Graves	Bul
NOV MOTO	
Ronny Roderick	Yam
Robert Luly	Mai
Wayne O'Bleness	Mai
NOV MOTO	
R. G. Stone	Mai
Jim Murdock	Yam
Larry Blake	Yam
AM/EX MOTO	
Vern Maxwell	Bul
Norm Blake	Yam
Glen Barrett	Yam
AM/EX MOTO	
Rex Hailey	Yam
Randy Smith	Bul
Steve Little	BSA

Motocross
Escape Country
Trabuco, Calif.
Oct. 14, 1973

OPEN NOV	
Fred Nelson	Mai
Stan Coon	CZ
OPEN INT	
Melvin Edwards	CZ
OPEN EX	
Curtis Lessel	Mai
OPEN 1st DAY	
David Wallace	Hus
OPEN BEG	
Dave Ause	Hus
250 INT	
Russell Wilson	CZ
250 EX	
Richard Mullin	Mai
Ray Lopez	Bul
Morgan Malocco	Yam
250 NOV	
Frank Steward	Hon
Wayne Melanson	Hon
Tom Mayfield	CZ
Glenn White	Hon
Doug Coburn	Bul
250 BEG	
Rob Bernstein	Bul
Guy Austin	Yam
Frank Lewis	CZ
Wark Thompsen	CZ
Tom Corso	Suz
250 1st DAY	
Rich Russell	CZ
Jim Bomba	Hon
Tom Gering	CZ
POWDER PUFF	
Nancy Harris	Hon
175 1st DAY	
Steve Kirchofer	Yam
175 BEG	
Terry Wonenberg	Kaw
175 NOV	
Dave Krider	Bul
125 INT	
Richard Hachey	Suz
Steve Haase	Suz
Marc Downs	Yam
125 EX	
Cliff Lett	Hon
125 NOV	
Scott Brown	Car
Mark Marinez	Hon
Phil Bailey	Hon
Mike Lyons	Yam
Mike Raines	Hon
Tony De La Sota	Yam
Dave Marrujo	Hon
Scot Clifton	Suz
Chris Daniels	Suz
125 BEG	
Don Fritchle	Pen
Mark Manley	Yam
Ian Bowman	Hon
Mike Bush	Hon
Bill Wepplo	Hon
Todd Heemsburger	DKW
125 BEG	
Rodney Sorensen	Pen
125 1st DAY	
Randy Wood	Hon
Roy Steed	Hon
Randy Skinner	Hon
David Mendoza	Yam
Jeff Adams	Ric
100 NOV	
Mike Kennedy	Yam
Mark Marinez	Yam
100 INT	
Dean Carlson	Yam
100 1st DAY	
Jody Belknap	Kaw
Ron Flores	Hon
Bob Steinward	Pen
100 BEG	
Rodney Davidson	Kaw
Mark Stevens	Yam
SUPER MINI 1st DAY	
Mark Hayward	Hon
SUPER MINI BEG	
Lance Feinagle	Hon
SUPER MINI NOV	
Kenny Allen	Hon
SUPER MINI INT	
Bob Quintin	Hon
MINI NOV	
Dave Gola	Yam

Short Track
American Canyon M.C.
Vallejo Speedway
Vallejo, Calif.
Oct. 12, 1973
By James Brammer

100 NOV	
Jim Pasley	Suz
Jim Banks	Yam
Jim Mertens	Yam
125 NOV	
Don Baily	Yam
Lonnie Kerley	Yam
Chuck Weatherton	Yam
125 JR	
Gary Pietruskiewicz	Suz
Cary Caves	Suz
Cheryl Vestal	Yam
200 NOV	
Rick Shafer	Suz
David Allen	—
200 JR/EX	
Rusty Davis	Yam
Mike Riddell	Bul
David Quigley	Bul
250 NOV	
Dave Jones	Bul
Greg Ragan	Suz
Steve Poggi	Bul
250 JR	
Eddie Hegarty	Oss
Bob Stuscavage	Yam
Brad Kotsaris	Yam
250 EX	
Rick Delacy	Yam
Marlin STewart	Bul
Kelly McIsaac	OSS
360 NOV	
Eddie Diaz	Yam
Robert Datto	H-D
360 JR	
Lee Dolcini	Yam
Mike Marzetta	Hon
Jim Walsh	Yam
360 EX	
Chris Hudson	Bul
Ron Sarver	Bul
Terry Otton	Bul

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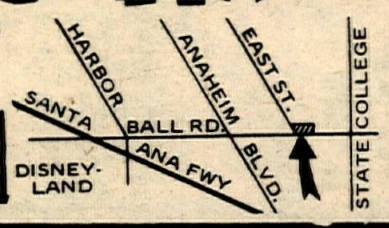

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2. Bell Helmet – Super Magnum
3. Grand Prix MX Boots
4. T. Hallman Chest Protector
5. Natn'l Rec. Luggage Rack
6. Natn'l Rec. Sissy Bar
7. PMC Plastic Gas Tank
8. Any Size/Type M/C Tire
9. Rayon-Cotton Jersey
10. Genuine Cowhide MX Gloves
NOTE: You may substitute value of prize toward purchase of any other item we carry. (No cash refunds, however).

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Plastic Fenders 99¢, Reqist. Holders 87¢, Control Levers 49¢, Flatproof 87¢ Betor shocks $10.00/pr OFF, Custom Seats $10.00 OFF, Gran Turis Grips 1.33/pr, Dual Hdlite Brkts $2.49, Sissy Bars $14.77, Mini-bike tires ½ price, Fork Tubes ½ price, Gasket Kits ½ price, Cable Kits, Hi-Bar and Reg. Throttle, Clutch and Brake ½ price, and MANY, MANY MORE BARGAINS . . . . LIMITED TO STOCK ON HAND. AS IS – NO RETURNS.

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CALENDAR

Calendar listings are a free CN service. Information, changes, and cancellations are the sole responsibility of the promoters...check on an event before going. All calendar info must be in writing and at CN by noon Thursday for the next issue. Send to CYCLE NEWS CALENDAR Box 498, Long Beach, Ca. 90801.

Wednesday, Oct. 24

CMC MOTOCROSS
Ascot Park, Gardena, Cal. Sign by 6:30, race 7:30 PM. CMC only.

TT & FLAT TRACK
Corona Rcwy., Corona, Ca. Open 5, prac 6, race 7 p.m.

Thursday, Oct. 25

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

MOTOCROSS
Beg; Jr; Int; Mini. Corona Rcwy., Corona, Ca. Open 5 p.m., prac 6, race 7:30.

Friday, Oct. 26

D-36 SCRAMBLES
Fremont Rcwy., Fremont, Cal. Gates open 3:30 pm, prac 5, race 6:30. Silen. rqd. 415/327-4461.

AME NIGHT MX
Indian Dunes, Valencia, Cal. Sign 6 pm, prac 6:45, race 8. 213/675-1922.

CMC MOTOCROSS
Irwindale Rcwy., Irwindale, Cal. Sign by 6:30 pm, race 7:30. CMC only.

ORANGE BOWL MX
Orange Cty. Int. Rcwy., Irvine, Cal. Sign 'till 6:30, prac 6-7, race 7:30. New course. 714/544-6420 or 714/979-9233.

MOTOCROSS
Owyhee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. Camping. 208/375-6863 or 208/344-3041.

GOLDEN STATE CHAMPIONSHIP
Half Mile, Ascot Park, Gardena, Ca. Spectator gate opens at 6 p.m., prac 6:30, time trials 7, race 8:30. 18300 S. Vermont, Gardena, Ca.

MOTOCROSS
Corona Rcwy., Corona, CA. Jr/Int/Ex. Open 5, prac 6, race 7:30.

October 26-28

CSH CUSTOM SHOW
Long Beach Sports Arena, Long Beach, CA. Custom cars & bikes. 213/588-1934.

Saturday, Oct. 27

D-36 AMATEUR SCRAMBLES
3800 Depot Rd., Hayward, Cal. Sign 4-6 pm, prac 4-5:45, race 7:30 pm. Silenc. rqd. 415/276-9085.

FAULOUS FUN MX
Carlsbad Rcwy., Carlsbad, Cal. Gate opens 7 am. No mail entry. 714/832-4555. AMC

BX
7th near Studebaker, Long Beach, Cal. Prac. 11, race 12 noon. 30% brass, 50 cent entry.

SUPER FUN MX
Saddleback Park, Irvine, Cal. Gate opens 7:39 am. 714/557-9243.

SHORT TRACK & TT
El Toro Spdwy, San Diego Frwy. to El Toro Rd., Rt on Carlotta 1 mi. past Leisureworld. Sign 5:30, prac 6, race 7. 714/534-9323.

TT SCRAMBLES
Perris Rcwy., Perris, Cal. Sign up ends 7:30 PM. Silen. rqd. No Memb. Limited entries due to curfew. 714/657-3678.

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, Cal. Sign 5-7:30, prac 6:30, race 8 PM. Silen. rqd. Free camping. 714/826-2386.

BX
Tuffree Field, Placentia, Ca. 25 cents entry. 100% payback. Start noon. M.U.D. BX Racing Assoc.

D-36 SEMI-PRO SHORT TRACK
Monterey Fairgrounds, Monterey, Cal. Sign 5, prac 6:30, race 8. 408/899-2401.

MOTOCROSS
Moreno Valley MC, DeAnza Park, 10 mi E of Riverside, Cal. on US 60, Theodore exit. Sign 7:30, race 9 AM. 714/735-1301.

Y-AMA SCRAMBLES
T-Car Spdwy, Carson City, Nev. Western Coast Mini Bike Reg. Cham. Sign 7 am, race 10 am. 702/882-5030. CANCELLED

NRA MOTOCROSS
Indian Dunes, Valencia, Cal. Prac 8, race 9:30 am. 714/688-1291 or 805/259-8000.

INDOOR SHORT TRACK
Benton Cnty. Frgds., Corvallis, Oregon, btwn. Eugene & Salem on Hwy 99. Prac 7 pm, race 8 pm. 1/8 mi. dirt track. Sportsmen. 503/753-1023 or 503/753-4581.

INDOOR MC RACES
Surrey Frgds. Cloverdale, B.C., Canada CMA. 125, 250, mini, PP, OT. 604/321-1424.

October 27-28

YAMAHA LEARN TO RIDE PROGRAM
Oakland, Calif. See local papers for info.

D-36 GRAND PRIX
Fremont Rcwy., Fremont, Cal. No lic. rqd. Info Grand Prix, 14 Camp Evers Ln, Scotta Valley, CA. 95060.

Sunday, Oct. 28

ENDURO
2nd Annual Cotton Boll National Enduro, Memphis, Texas. Entry closes Oct. 1. AMA blank to Box 9251, Amarillo, Texas 79105.

M.O.R.E. OF CAL. BENEFIT
2nd Annaul Sidecar Rally, Griffith Park, Cal. Sponsored by Valvoline Motor Oil Co. 213/781-9908 or 213/780-5542.

D-37 HARE & HOUND
Limed from Lucerne, Ca. Rams MC. Two 35 mi loops. Start 10 am. 213/365-5377.

PMA MOTOCROSS
Bay Mare MX track, Somis, Ca.

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

MWRC TT SCRAMBLES
Saddleback Park, Irvine, Ca. Mini; 100; 125 only. Gladys Bennett. 714/552-7643,

D-27 SCRAMBLES
Club Grounds, Seattle, Wash. Jolly Rogers MC, 21211 Military Rd. S, Seattle, Wash. 98188. 206/472-5339.

PNTA HALLOWEEN TRIAL
Zig-Zag, Oregon. From Portland E on Hwy 26 for 40 mi to Zig-Zag, L Lolo Rd to McNiel Camp. Observed trials. Spk. Arr. muff. Sign 7:30 a.m. 503/292-1382.

D-35 SCRAMBLES
Visalia Airport, Hwy 99 to Hwy 198 and E ½ mi. Sign, prac. 11 a.m., race 12:30 p.m. Double points. Mid Cal Inc. M.C. 209/734-0212.

MOTOCROSS
Race Track Lopez Mateos. 1 mi from Mexicali, on Mexicali to TJ road. Mini; 100; 125; 250; Open. Prac 10 a.m. Moto Club Mexicali.

D-28 MX
Grand Ronde Racing, Box 121, Grand Ronde, OR 97347. 503/879-2593.

D-28 MX
Hevetia, Or. Slow Spokes MC, Box 5025, Aloha, Or. 97005. 503/649-3541.

D-27 MX
Puyallup Rcwy. Park, Box 506, Kent, Wash. 98031. 206/631-1550.

D-35 MX
Lake Madera, Ca. Explorer Post 305, 1832 Paul, Madera, Ca. 93637. 209/674-4042.

D-31 MX
Az. Cycle Park, 3300 S. 16th St., Phoenix, Az. Western Motocrossers M.C. 602/276-3246.

TRANS AMA MX
Orlando Sports Stadium, Orlando, Florida.

ROUGH SCRAMBLES
Powder Puff Assn. Perris Rcwy., Perris, Ca. Cancelled.

MOTOCROSS
3 mi. E of Casper, Wyoming. 11 a.m. 307/237-3206.

AME MOTOCROSS
Muntz Cycle Park, Moorepark, CA. Prac 8, race 9. 213/675-1922 1-6 pm M-f. See ad this section.

D-36 MOTOCROSS
Argyll Cycle Park, Dixon, Cal. Sign 6:30, prac 8, race 9:30. 916/481-6560 24 hr.

HRA TT & HALF MILE
395 Cycle Park, Adelanto, Ca. No memb. 25% brass. Sign 8:30-9:30. 246-6109.

AFM ROAD RACE
Sears Point Rcwy, Routes 37 & 121, Sonoma County, Cal. Opens 7, race noon. AMA & AFM memb. AFM S.F. Chap., Box 705, Brisbane, Ca. 94005.

AMC MOTOCROSS
Saddleback Park, Irvine, Cal. No memb, no mail entry. Gate 6:30, prac 7:30. 714/832-4555.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, Cal. Sign 6:30-8:30 am, prac 7:30-8:30, race 9 am. Camping.

CRC MOTOCROSS
Indian Dunes, Valencia, Calif. Info: 714/688-1291. Beg; Nov; Int; Sr; Mini; Old; PP; young. No membership required.

D-37 MOTOCROSS
De Anza Cycle Park, 10 mi E of Riverside on US 60, Theodore exit. Double Crossers MC, 1313 Jacaranda, Fullerton, CA. 92633. Mail entry $5. 714/525-2163.

D-36 BLACK PLATE SCRAMBLES
Lodi Cycle Bowl, Lodi, Ca. Class C weather permitting, otherwise knobbies. Powder Puffs, Minis, too. Sign 10-11:30 a.m., race noon. 209/463-0478 or 209/368-7182.

CMC MOTOCROSS
Sunnyvale P.A.L. track, hwy 101 to Mathilda exit No. ½ mi past Lockheed plant. Prac 7:30 a.m., race 9. CMC license. Box 1348, Cupertino, Ca. 95014.

D-36 SCRAMBLES
Salinas Airport, limed from Hwy 101 Airport turnoff. Jr, C, all classes. Sign 8:30, race 12 noon. 408/842-2116. CANCELLED

URA FAMILY ENDURO
Good time enduro. Special price $12.50 for whole family, $7.50 for individual. Limed from Trona Rd. & 395, Red Mtn., Ca. 213/421-9179 or 213/787-5208.

ITA TRIALS & SCHOOL
Saddleback Park, Irvine, Cal. Sign 9, school 10, comp. 12 noon. 714/639-6470.

MOTOCROSS
Rawhide Park, Elsinore, Cal. All classes. Sign 7 am, race 9. 213/921-5466.

MOTOCROSS
Edwards AFB, Cal. Take Rosemond Blvd. in Rosemond, Cal., to Forbes Ave., L for 4 mi. Sign 8, prac 9, race 10. Desert Wheels MC. 805/258-4025.

Y-AMA MX
T-Car Spdwy., Carson City, Nev. Coast Mini Reg. Cham. Sign 7 am, race 10. 702/882-5030. CANCELLED

MX EUROPEAN STYLE
Lake Dolores, 20 mi. E of Barstow, Cal. Sign 7:30, prac 8:30, race 10 am. SCRA 714/253-3434.

BIG BOOT ENDURO
Far West MC. AMA sanc. Willow Creek, Cal. First min. 8:01 a.m. Spark Arr. 707/443-8031.

CRC TEAM RACE
Stoddard Valley. 15 to Sidewinder Rd, 5 miles So. of Barstow. 3-4 hrs of racing. No memb. No mail entry. 714/688-1291.

TT OPEN PRACTICE
Perris Rcwy., Perris, Ca. 10 a.m. to 2 p.m. Riders must be 18 with ID or with parent, amb. on hand. 714/657-3678 after 6 p.m.

Tuesday, Oct. 30

MINI
Trojan Spdwy., Southgate, Cal. TT every Tues, Flat track 1st & 3rd Tues. Sign 6, race 8 pm. 213/632-4853 or 213/923-9132.

FLAT TRACK
Owyhee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. Race 8 PM. Camping. 208/375-6863 or 208/344-3041.

Wednesday, Oct. 31

CMC MOTOCROSS
Ascot Park, Gardena, Cal. Sign by 6:30, race 7:30 PM. CMC only.

FLAT TRACK & HALF MILE
Corona Rcwy., Corona, Ca. Open 5, prac 6, race 7 p.m.

Thursday, Nov. 1

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

MOTOCROSS
Beg; Jr; Int; Mini. Corona Rcwy., Corona, Ca. Open 5 p.m., prac 6, race 7:30.

Friday, Nov. 2

D-36 INDOOR SHORT TRACK
San Jose Frgds., San Jose, Ca. Kills & Silens. Six race series, prac 5:30, race 7 p.m. 415/327-4461.

D-36 SCRAMBLES
Fremont Rcwy., Fremont, Cal. Gates open 3:30 pm, prac 5, race 6:30. Silen. rqd. 415/327-4461.

D-37 ENDURO
Entries close for Cal Sate 100 D-37 Enduro to be held on Nov. 18. 714/557-0754.

MOTOCROSS
Owyhee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. Camping. 208/375-6863 or 208/344-3041.

MOTOCROSS
Corona Rcwy., Corona, CA. Jr/Int/Ex. Open 5, prac 6, race 7:30.

ORANGE BOWL MX
Orange Cty. Int. Rcwy., Irvine, Cal. Sign 'till 6:30, prac 6-7, race 7:30. New course. 714/544-6420 or 714/979-9233.

CMC MOTOCROSS
Irwindale Rcwy., Irwindale, Cal. Sign by 6:30 pm, race 7:30. CMC only.

NMA MINI CROSS
Indian Dunes Park, Mini-bike track. Valencia, Ca. Sign 6-7:30 p.m 805/259-8000.

November 2-4

CUSTOM BIKE SHOW
San Jose Cnty. Frgds., San Jose, CA. Hot pants contest! 408/438-3210.

Saturday, Nov. 3

D-36 AMATEUR SCRAMBLES
3800 Depot Rd., Hayward, Cal. Sign 4-6 pm, prac 4-5:45, race 7:30 pm. Silenc. rqd. 415/276-9085.

FABULOUS FUN MX
Carlsbad Rcwy., Carlsbad, Cal. Gate opens 7 am. No mail entry. 714/832-4555. AMC

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

SUPER FUN MX
Saddleback Park, Irvine, Cal. Gate opens 7:39 am. 714/557-9243.

SHORT TRACK & TT
El Toro Spdwy, San Diego Frwy. to El Toro Rd., Rt on Carlotta 1 mi. past Leisureworld. Sign 5:30, prac 6, race 7. 714/534-9323.

TT SCRAMBLES
Perris Rcwy., Perris, Cal. Sign up ends 7:30 PM. Silen. rqd. No Memb. Limited entries due to curfew. 714/657-3678.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, Cal. Sign 5-7:30, prac 6:30, race 8 PM. Silen. rqd. Free camping. 714/826-2386.

BX
Tuffree Field, Placentia, Ca. 25 cents entry. 100% payback. Start noon.

BX POINT SERIES
Studebaker & 7th, Long Beach, Ca. Point series determines 1974 numbers. Winners get bikes, tires, etc. Prac 11 a.m., race 12 noon. 60 cents entry. 30% brass. 213/597-0478 (ask for Scott)

D-36 SHORT TRACK
Glenn Cnty. Frgds., Orland, Ca. Gates open 5 p.m., prac 6:30, race 8. Aragon MC. 415/454-5668.

AMA SEMI PRO MX
T-Car Spdwy, Carson City, Nev. Open 7 a.m., race 9. 702/882-5030.

MOTOCROSS
Moreno Valley MC, DeAnza Park, 10 mi E of Riverside, Cal. on US 60, Theodore exit. Sign 7:30, race 9 AM. 714/735-1301.

NRA MOTOCROSS
Indian Dunes, Valencia, Cal. Prac 8, race 9:30 am. 714/688-1291 or 805/259-8000.

SPORTSMAN INDOOR SHORT TRACK
Glenn Cnty. Frgds., Orland, Cal. 4 event high point series. Open 5 pm, prac 6:30 pm, race 8 pm. Aragon MC. 415/454-5668.

REGULARLY SCHEDULED EVENTS

Attention Promoters!
For listing here send copy and check for 5 issues ($25.00) to Cycle News, Box 498 Long Beach, Ca. 90801
(213) 427-7433
Attn: Advertising Dept. Reg. Sched. Events. Deadline for copy & payment every Wed. 5 pm.

Every Fri. MX Sat. Short Track & TT

El Toro Speedway, Motocross all classes. Night time racing. Open at 5 p.m. Practice 6, race 7. Admission $1.50, 1st Entry $4.00, 2nd Entry $2.00. UNDER NEW MANAGEMENT. Off at El Toro off ramp, west on south side of fwy.

Every Sat.

Moreno Valley M.C. Motocross all classes, 100% pay back to Experts with $10.00 post. Gate $2.00, Entry $4.00. Sign in 7:30, Race 9:00. 33% Trophies. De Anza Cycle Park, 5 miles east of Sunnymead on U.S. 60. Take Theodore off ramp to Ironwood and follow signs. Info: (714) 653-2633.

Every Sat. Night

Elsinore Raceway TT Scrambles. Gates open 4 p.m., sign up 5 to 7:30. Practice 6:30, race 8. Admission $1.50. Race $2. Camping Free. Sunday Practice $1 per bike, silencers required. (714) 826-2386.

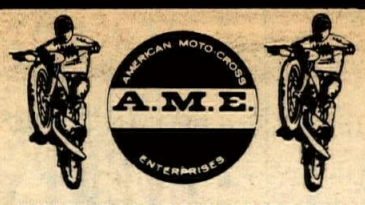
1st & 3rd Sundays

Motocross, Lake Dolores, approx. 15 mi east of Barstow off Las Vegas Fwy., I-15, take Minneola off ramp. Limed. 7:30 a.m. sign up, 9 a.m. race. $3.25 ride, $1.50 & .75 watch. Primitive camping. Swimming, fishing. For info. call: (714) 257-3315 or (714) 252-2070.

Reach Out Rialto MX

(Every third Sunday of the month.) Junior and Expert races. See poster and pick up entry forms at your favorite Bike Shop. For further info. call: (714) 874-4422 or (714) 874-0743.

For Display advertising rates write or call.
(213) 427-7433
or 636-8844.



SUNDAY MX EVENTS

Beginners, Juniors, Intermediates, Seniors
PLUS
Minicycle, Old Timers, and Powder Puff.
SCHEDULE OF COMING EVENTS

October: 28 — Muntz
November: 4 — Carlsbad; 11 — Indian Dunes; 18 — Rawhide; 25 — Muntz

SILENCERS REQUIRED. Sportsman classes $5. mail, $10. post. Seniors $10. mail, $15 post. All entries must be received no later than Friday before each event. A.M.E. membership, & 3 number plates required. Gates open 6:30 A.M., Practice 8 A.M., 1st race 9 A.M. MAIL ENTRY TO A.M.E. 13004 S. Washington, Hawthorne, Calif. 90250. 213-675-1922. Monday thru Friday 1-6 P.M.

FRIDAY NIGHTS M.X.
INDIAN DUNES

no mail entry
Post entry at track $5. post Sportsman, $10. Seniors. $2.00 track admission. 20% trophies. 100% pay-back to Seniors. Sign-up 6 P.M. Practice 6:45 P.M., 1st race 8 P.M. sharp. Phone MON thru FRI 213-675-1922.

SPILLWAY CYCLE PARK
Santa Maria, California

1st Sunday of each month, A.M.E. sanctioned M.X. events. Sportsman classes $5.00 Mail, $10.00 Post, Senior Classes $10.00 Mail, $15.00 Post. 20% trophies sportsman. 100% payback to Seniors. Mail entries to Spillway Park 3292 Ferndale Drive, Santa Maria, Calif. 93454. Phone 805-937-4043 1-6 P.M. M-F.

GOOD TIME FAMILY ENDURO

— OCT 28 —

60 Fun Miles

SPECIAL FAMILY ENTRY FEE

$12.50 mail or post for entire family. Entry includes Mom, Dad, and kids under 16. Reg entry $7.50 mail or $9.00 post. Limed from Red Mtn. on Trona Rd. 20% Trophies and neat Finisher Pins.

Send entry to: URA, 6600 Gerald Ave., Van Nuys, Ca. 91406. Info: 213-787-5208 or 421-9179.

ORANGE COUNTY INTERNATIONAL RACEWAY ANNOUNCES

Orange BOWL of MOTOCROSS

"EVERY" FRIDAY NIGHT

$6.00 + $1.00 GATE, ENTRY FEE-ENTRIES BOUGHT AT TRACK, NIGHT NIGHT OF EVENT
EXPERTS $10.00 + 1.00
4:30 PIT GATE OPEN
6:30 SIGN-UP CLOSES
6:30 SPECTATOR GATES OPEN
6-7 PRACTICE
7:30 FIRST JR RACE
$3.00 Adults $1.00 8-12 Years
INCLUDES PIT PASS
100% PAYBACK TO EXPERTS
Beg-Nov-Jr-Int-Sr-Ex-Old Timers-Minis
NO MEMBERSHIP REQUIRED
INFO: 714-544-6420 or 979-9233

Everyone Worth Mentioning
Has Ridden Or Will Ride HOPETOWN -
Last Of The Classics NOV 10 & 11

PVDR
Pomona Valley Desert Riders
Presents
TURKEY SHOOT ENDURO
NOV 11, 1973

1st rider out at 8:01 am
Soggy Dry Lake area
20% Trophies, Super Finisher Pins
Drawings for Free Turkeys
All family type teams, A, B, & C classes
$5.00 mail, $7.50 post, $1.00 extra for 2 or 3 man teams.
2 loops, 1 easy family loop, 2nd harder
P.O. Box 282, Montclair, Calif 91763
or call Dave (714) 626-7696

Rams MC 24th Hare & Hound
Bitchin Finishing Pins
10 am start — Oct 28
Limed from Lucerne Valley
2 — 40 mile loops
Trophy Presentation for
European Scrambles 10/27 8 pm

AMC - MX
at CARLSBAD
Every Saturday
3-20 Min motos
no membership
info 714-832-4555

CRC california racing club
membership not required

SATURDAY NIGHT MOTOCROSS
ORANGE COUNTY INTERNATIONAL RACEWAY
20% Trophies same night. Results after each moto.
6 — 7 Practice 7:30 1st Race
No Membership Required. Begins November 3
BEGINNERS — NOVICE — INTERMEDIATE — EXPERT — MINI — POWDER PUFF
(714) 688-1291 (213) 830-7519

SEARS POINT
International Raceway
Presents
Inaugural Motocross
Sunday, Nov. 4
AMA Sanctioned Semi-Pro MX, 36 Rules — Silencers & Mufflers

Entry:
Expert: $7.50
Nov/Jr: $5.00

Spectators:
Adults: $3.00
Jrs. 12-16 $1.00
Under 12: FREE

Gates Open:	7:30 A.M.
Sign-Up	8-10 A.M.
Practice:	8:30-9:30 A.M.
First Race:	10:15 A.M.
Enter Gate	No. 5

INFO: (707) 938-8533
Hwy 37 & 121, 12 Miles So. of Sonoma, Ca.

CALENDAR

AMA INDOOR CHAMPIONSHIP SERIES
Season opener, first race. Oakland Coliseum Arena, Oakland, Ca. 8 p.m. 415/635-7800.

DINNER IN HONOR OF KENNY ROBERTS
Elks Club, McHenry Ave., Modesto, Ca. Social hour 6:30 p.m., dinner 7:30 p.m. $6.50 per person. Check or money order to Kenny Roberts Dinner, 1524 Del Mar Ave., Modesto, Ca. 95350. 209/523-7296.

November 3-4

D-37 DOUBLE TT SCRAMBLES
395 Cycle Park, Adelanto, Ca. Sat. sign 6 p.m, prac 7, race 8. Sun. Sign 7, prac 8, race 9 a.m. Sil. & Cards. 213/346-9481.

SRA RIVERSIDE GRAND PRIX
Beg & Nov riders. Six one hour races daily. Entry from SRA, P.O. Box 3882, Torrance, Ca. 90501. 213/320-1015.

Sunday, Nov. 4

SCRAMBLES
Woodland Winter Track, Woodland, Wash. 5 mi. E of Woodland on Hwy. 503. Prac noon, race 1 pm. 100; 200; 250; 500. 206/225-3281.

D-37 MOTOCROSS
De Anza Cycle Park, Riverside, Cal. $5 mail, $8 post. Fred Smith, 1021 Goldenrod, Placentia, CA. 92670. 714/524-8495.

CRC HARE SCRAMBLES
5 miles so. of Barstow on Sidewinder Rd. 5-hour. No membership. 714/688-1291.

AMA MOTOCROSS
Forest Hill Divide MX course, Hwy. 80 to Auburn, CA., then Hwy. 49 to Forest Hill. race 9 am. 916/885-7914 or 916/885-6783.

AME MOTOCROSS
Spillway Cycle Park, Santa Maria, CA. 805/937-4043 1-6 pm M-F. See ad this section.

AME MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Prac 8, race 9. 213/675-1922 1-6 pm M-F. See ad this section.

HARE & HOUND
4th Annual Nevada State Championship. 100 mi. MC Las Vegas. 9 a.m. Sil. rqd. Limed from Searchlight, Nev. 702/878-6597.

D-35 SCRAMBLES
Delano, Ca. North Kern MC, 518 Ebell St., McFarland, Ca. 93250. 805/849-2689.

MOTOCROSS
Muntz Cycle Park, Moorpark, Ca. 805/529-9546,

CMC MX
Saddleback Park, Irvine, Ca. Prac 7:30, race 9 a.m.

TRANS AMA MX
Rio Bravo Cycle Park, 15 mi N of Houston, Texas on Hwy 59. Mt. Houston exit, R5 mi. Gates open 9 a.m., prac 10, race 1. 713/748-6020 or 916/488-6464.

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

D-36 SEMI-PRO MX
T-Car Spdwy., Carson City, Nev. Sign 6 am, race 9. 702/882-5030.

MWRC TT SCRAMBLES
Saddleback Park, Irvine, Ca. Mini; 100; 125 only. Gladys Bennett. 714/552-7643,

TRIALS-SCTA-ATA
Butterfield Country. 10 E of Temecula on Hwy. 71. Camping $3.00, Rincon Mesa area. Elec., showers, etc. Sign 8:00 a.m. Entry $3.00, kids $1.00. Spk. Arr. Info: 213/941-0183 or 714/523-7984.

D-27 MX
Tenino Spdwy., 9 mi. N of Centralia, Wash. 206/273-5822.

D-28 MX
Portland Int. Rcwy, W. Delta Park, 503/223-3743.

D-31 MX
Az. Desert Rcwy, 30 mi SW of Phoenix, Az. Az. Desert Racing Assn., 1408 E. Granada, Phoenix, Az. 85006. 602/352-1900.

D-27 MOTOCROSS
Daroga Park, Apple Vly. Scramblers, Star Rt. Box 47, Orondo, Wash. 98843. 509/784-1737.

D-27 ENDURO
Shelton Frgds., Mason City, Wash. Shelton Trailblazers, P.O. Box 531, Shelton, Wash. 98584. 426-3598.

D-36 MOTOCROSS
Salinas Crazy Horse Canyon, Ca. Santa Clara Riders, 3185 Colfax Ct., Santa Clara, Ca. 95051. 408/296-1371.

D-35 SHORT TRACK
Chowchilla Jr. Grnds. Broad Sliders MC, Box 1193, Madera, Ca. 93634. 209/673-0198.

D-35 ENDURO
Oakhurst, Ca. Fresno MC, Box 3421, Fresno, Ca. 93766. 209/229-4858.

D-38 HARE SCRAMBLES
Miaramar, Ca. Sage Hoppers MC, Box 17236, San Diego, Ca. 92117. 714/276-7589.

DRA 2nd ANNUAL STATE CHAMPIONSHIP HARE & HOUND
Limed from Lucerne Valley to Soggy Dry Lake area. 2 seperate 35 mi. loops. 10 a.m. start. Goodies. See ad this section. 714/373-4647.

CMC ROAD RACE
Orange Cnty. Int. Rcwy., Santa Ana Frwy. to Sand Cyn. Rd. Prac 9, race 12 noon. GP & Prod. Gates open 6:30, sign 7 a.m. 213/842-7433.

D-36 SEMI PRO MX
Sears Point Int. Rcwy., Hwy 37 & Hwy 121, Sonoma, Ca. Gates open 7:30 a.m., prac 8:30, race 10:15. 125; 250; Open; Nov; Jr; Ex. 707/938-8533 or 415/327-4461.

CRC MOTOCROSS
Rawhide Cycle Park, Elsinore, Ca. No mail entry. Gates open 7, prac 8, race 9:30 a.m. 714/688-1291 or 213/830-7519. See ad this section.

AMC MOTOCROSS
Orange Cnty. Int. Rcwy., Tustin, Ca. I-5 to Sand Cyn. exit. No memb. Prac 8 am. 714/832-4555.

REDWOOD NATN'L. ENDURO
Crescent City, Ca. 125 mi.

B.A.R.F. SEMI PRO MOTOCROSS
Argyll Park, 13 mi S of Dixon, Ca., on Hwy 113. No memb. Prac 7:30, race 9 a.m. Nov/Am mail $6, Ex. mail $10, 3765 Washington Blvd., Fremont, Ca. 94538. 415/657-0751.

Tuesday, Nov. 6

MINIS
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. All classes. Gates open 6 p.m, prac 6:30, sign till 7:30 sharp. 213/923-9132 or 213/861-4324.

FLAT TRACK
Owyhee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. Race 8 PM. Camping. 208/375-6863 or 208/344-3041.

November 6-9

BSC BAJA 1000
Baja Champions and Manufacturers Trophy points. Info 903/762-2948.

Wednesday, Nov. 7

CMC MOTOCROSS
Ascot Park, Gardena, Cal. Sign by 6:30, race 7:30 PM. CMC only.

FLAT TRACK & TT
Corona Rcwy., Corona, Ca. Gates open 5 p.m, first race 7:30. 714/735-1705.

Thursday, Nov. 8

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

MOTOCROSS
Beg; Jr; Int; Mini. Corona Rcwy., Corona, Ca. Open 5 p.m., prac 6, race 7:30.

Friday, Nov. 9

D-36 SCRAMBLES
Fremont Rcwy., Fremont, Cal. Gates open 3:30 pm, prac 5, race 6:30. Silen. rqd. 415/327-4461.

D-36 INDOOR SHORT TRACK
San Jose Frgds., San Jose, Ca. Sign 4:30 p.m., prac 5:30, race 7. 415/327-4461.

MOTOCROSS
Owyhee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. Camping. 208/375-6863 or 208/344-3041.

CMC MOTOCROSS
Irwindale Rcwy., Irwindale, Cal. Sign by 6:30 pm, race 7:30. CMC only.

ORANGE BOWL MX
Orange Cty. Int. Rcwy., Irvine, Cal. Sign 'till 6:30, prac 6-7, race 7:30. New course. 714/544-6420 or 714/979-9233.

NMA MINI CROSS
Indian Dunes Park, Valencia, Ca. Minibike track. Sign 6-7:30 p.m. 805/259-8000.

MOTOCROSS
Corona Rcwy., Corona, CA. Jr/Int/Ex. Open 5, prac 6, race 7:30.

Saturday, Nov. 10

MOTOCROSS
Moreno Valley MC, DeAnza Park, 10 mi E of Riverside, Cal. on US 60, Theodore exit. Sign 7:30, race 9 AM. 714/735-1301.

SPORTSMAN INDOOR SHORT TRACK
Glenn Cnty. Frgds., Orland, Cal. 4 event high point series. Open 5 pm, prac 6:30 pm, race 8 pm. Aragon MC. 415/454-5668.

D-36 AMATEUR SCRAMBLES
3800 Depot Rd., Hayward, Cal. Sign 4-6 pm, prac 4-5:45, race 7:30 pm. Silenc. rqd. 415/276-9085.

FABULOUS FUN MX
Carlsbad Rcwy., Carlsbad, Cal. Gate opens 7 am. No mail entry. 714/832-4555. AMC

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

SUPER FUN MX
Saddleback Park, Irvine, Cal. Gate opens 7:39 am. 714/557-9243.

SHORT TRACK & TT
El Toro Spdwy, San Diego Frwy. to El Toro Rd., Rt on Carlotta 1 mi. past Leisureworld. Sign 5:30, prac 6, race 7. 714/534-9323.

BX POINT SERIES
Studebaker & 7th, Long Beach, Ca. Point series determines 1974 numbers. Winners get bikes, tires, etc. Prac 11 a.m., race 12 noon. 60 cents entry. 30% brass. 213/597-0478 (ask for Scott)

TT SCRAMBLES
Perris Rcwy., Perris, Cal. Sign up ends 7:30 PM. Silen. rqd. No Memb. Limited entries due to curfew. 714/657-3678.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, Cal. Sign 5-7:30, prac 6:30, race 8 PM. Silen. rqd. Free camping. 714/826-2386.

INDOOR SHORT TRACK
Benton Cnty. Frgds., Corvallis, Oregon, btwn. Eugene & Salem on Hwy 99. Prac 7 pm, race 8 pm. 1/8 mi. dirt track. Sportsmen. 503/753-1023 or 503/753-4581.

CALENDAR

BX
Tuffree Field, Placentia, Ca. 25 cents entry. 100% payback. Start noon.

NRA MOTOCROSS
Indian Dunes, Valencia, Cal. Prac 8, race 9:30 am. 714/688-1291 or 805/259-8000.

CMA INDOOR FLAT TRACK
Surrey Frgds., Cloverdale, B.C. Canada. 125; 250; Mini; PP; OT. 604/321-1524.

November 10-11

LAST HOPETOWN GP
$10 mail plus 2 SASE, mail entry open 10-1-73, closes 11-2-73. $100 post. Lotsa stuff. 90-250, PP to DDMC 8228 Sale, Canoga Prk., CA 91304. 350-/500/Open, Hacks to 12051 Kirkholm Ct., Northridge, Ca 91324.

YAMAHA RIDER SAFETY COURSE
Follow up course for LTR course. Oakland, Calif. See local papers for info.

Sunday, Nov. 11

MOTOCROSS
Rawhide Park, Elsinore, Cal. All classes. Open 5 am, sign 7 am, race 9 am. 213/921-5466 or 714/689-071.

D-36 MOTOCROSS
Argyll Cycle Park, Dixon, Cal. Sign 6:30, prac 8, race 9:30. 916/481-6560 24 hr.

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

TRANS AMA MX
Arizona Cycle Park, 3300 S. 16th St., Phoenix, Az. 602/276-3246.

HRA TT & HALF MILE
395 Cycle Park, Adelanto, Ca. No memb. Sign 8:30-9:30 a.m. 25% brass. 714/246-6109 or 714/245-1246.

D-36 ENDURO
Georgetown, Ca. Richmond Ramblers M.C., 2633 Harold St., Oakland, Ca. 209/232-9702.

D-28 SIX DAYS TYPE TRIALS
Meadow Lake Lodge, 16 mi. W of Carlton, Or. 503/472-3828.

D-35 MOTOCROSS
Spillway Park, Santa Maria, Ca. Santa Maria MX, 300 S. Blosser Rd., Santa Maria, Ca. 93454. 805/825-0940.

D-27 SCRAMBLES
Jolly Rogers MC Grounds, S 216th & Military Rd., S. Kent Wa. Greater Seattle MC, 3719 S. Angeline, Apt. 4, Seattle, Wa. 98118. 206/723-0964.

D-27 MOTOCROSS
Pulallup Rcwy. Park, P.O. Box 506, Kent, Wa. 98031. 206/631-1550.

D-35 SCRAMBLES
Foot of China Grade Loop, near Bakersfield, Ca. Sprockets M.C., Box 1346, Bakersfield, Ca. 93302. 805/831-6638.

D-36 MOTOCROSS
Argyll Cycle Park, Dixon, Ca.

D-36 HARE SCRAMBLES
Dead Camel Mtns., Churchill Cnty., Nev. Limed from Fernley S on 95A, limed from Carson City on Hwy 50 E to course. Desert Bums MC. Exp/Jr 10 a.m., Nov/PP 10:15 a.m. 702/849-0202.

AME MOTOCRSS
Indian Dunes Park, Valencia, Ca., Int. Course. 9:30 a.m. 213/675-1922 1-6 pm M-F. See ad this section.

D-28 MX
Grand Ronde Racing, Box 121, Grand Ronde, OR 97347. 503/879-2593.

D-28 MX
Hevetia, Or. Slow Spokes MC, Box 5025, Aloha, Or. 97005. 503/649-3541.

MOTOCROSS
Muntz Cycle Park, Moorpark, Ca. 805/529-9546,

CMC MOTOCROSS
Carlsbad Int. Rcwy., Carlsbad, Ca. Sign 6:30-8:30 a.m., race 9. Camping.

TURKEY SHOOT ENDURO D-37
Soggy Dry Lake, CA. PVDR. 714/626-7697. See ad this section.

ITA TRIALS & SCHOOL
Escape Country, Trabuco Canyon, Cal. Sign 9, school 10, comp. 12 noon. 714/639-6470.

MOTOCROSS
Edwards AFB, Cal. Take Rosemond Blvd. in Rosemond, Cal., to Forbes Ave., L for 4 mi. Sign 8, prac 9, race 10 am. Desert Wheels MC. 805/258-4025.

CRA MOTOCROSS
De Anza Cycle Park, 6 mi E of Sunnymead, Ca on US 60, Theodore exit. No memb. Sign 7 am, race 9 am. 714/849-8481.

NRA MINIS
Saddleback Park, Orange, Ca. On new mini TT-Scrambles track. Sign 8:30-9:30 a.m., race 10. Trophy dashes too.

D-36 WINTER SCRAMBLES
Pioneer Arena, 9600 Pioneer Ave., Oakdale, Cal. Sign 8 am, prac 9, race noon. Open trac. 209/869-1457.

MOTOCROSS
Rawhide Park, Elsinore, Cal. All classes. Open 5 am, sign 7 am, race 9 am. 213/921-5466 or 714/689-071.

Tuesday, Nov. 13

MINIS
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. All classes. Gates open 6 p.m, prac 6:30, sign till 7:30 sharp. 213/923-9132 or 213/861-4324.

FLAT TRACK
Owyhee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. Race 8 PM. Camping. 208/375-6863 or 208/344-3041.

Wednesday, Nov. 14

CMC MOTOCROSS
Ascot Park, Gardena, Cal. Sign by 6:30, race 7:30 PM. CMC only.

FLAT TRACK & TT
Corona Rcwy., Corona, Ca. Gates open 5 p.m, first race 7:30. 714/735-1705.

November 14-16

SEMA SHOW
Anaheim Convention Center, Anaheim, Cal. MC accessories and equip. 213/659-2145.

Thursday, Nov. 15

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

MOTOCROSS
Beg; Jr; Int; Mini. Corona Rcwy., Corona, Ca. Open 5 p.m., prac 6, race 7:30.

Friday, Nov. 16

ORANGE BOWL MX
Orange Cty. Int. Rcwy., Irvine, Cal. Sign 'till 6:30, prac 6-7, race 7:30. New course. 714/544-6420 or 714/979-9233.

D-36 SCRAMBLES
Fremont Rcwy., Fremont, Cal. Gates open 3:30 pm, prac 5, race 6:30. Silen. rqd. 415/327-4461.

MOTOCROSS
Corona Rcwy., Corona, CA. Jr/Int/Ex. Open 5, prac 6, race 7:30.

MOTOCROSS
Owyhee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. Camping. 208/375-6863 or 208/344-3041.

CMC MOTOCROSS
Irwindale Rcwy., Irwindale, Cal. Sign by 6:30 pm, race 7:30. CMC only.

NMA MINI CROSS
Indian Dunes Park, Valencia, Ca. Minibike track. Sign 6-7:30 p.m. 805/259-8000.

D-36 SHORT TRACK
Expo. Bld., Santa Clara Cnty. Frgds., San Josa, Ca. Spdwy. Ent., 14 Camp Evers, Scotts Valley, Ca. 95066.

Saturday, Nov. 17

NRA MOTOCROSS
Indian Dunes, Valencia, Cal. Prac 8, race 9:30 am. 714/688-1291 or 805/259-8000.

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

D-36 SHORT TRACK
Glenn Cnty. Frgds., Orland, Ca. Gates open 5 p.m., prac 6:30, race 8. Aragon MC. 415/454-5668.

BX POINT SERIES
Studebaker & 7th, Long Beach, Ca. Point series determines 1974 numbers. Winners get bikes, tires, etc. Prac 11 a.m., race 12 noon. 60 cents entry. 30% brass. 213/597-0478 (ask for Scott)

TT SCRAMBLES
Perris Rcwy., Perris, Cal. Sign up ends 7:30 PM. Silen. rqd. No Memb. Limited entries due to curfew. 714/657-3678.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, Cal. Sign 5-7:30, prac 6:30, race 8 PM. Silen. rqd. Free camping. 714/826-2386.

MOTOCROSS
Moreno Valley MC, DeAnza Park, 10 mi E of Riverside, Cal. on US 60, Theodore exit. Sign 7:30, race 9 AM. 714/735-1301.

D-36 AMATEUR SCRAMBLES
3800 Depot Rd., Hayward, Cal. Sign 4-6 pm, prac 4-5:45, race 7:30 pm. Silenc. rqd. 415/276-9085.

FABULOUS FUN MX
Carlsbad Rcwy., Carlsbad, Cal. Gate opens 7 am. No mail entry. 714/832-4555. AMC

SHORT TRACK & TT
El Toro Spdwy, San Diego Frwy. to El Toro Rd., Rt on Carlotta 1 mi. past Leisureworld. Sign 5:30, prac 6, race 7. 714/534-9323.

SUPER FUN MX
Saddleback Park, Irvine, Cal. Gate opens 7:39 am. 714/557-9243.

BX
Tuffree Field, Placentia, Ca. 25 cents entry. 100% payback. Start noon. CANCELLED

November 17-18

CSH CUSTOM SHOW
Earl Warren Show Grnds., Santa Barbara, Ca. Custom bikes & cars. 213/588-1934.

November 17-20

GRAN CARRERA DE MOTOCICLISMO
Giant motorcycling weekend by Motorcycle Assn. of Sonora, Mexico. Clubs invited. Contact: Rodolfo Soto, Yanez 167y6TA. Privada de Yanez, Colonia Model, Hermosillo, Sonora, Mex. Phone 3-74-62 or 3-34-03.

Sunday, Nov. 18

HRA TT & HALF MILE
395 Cycle Park, Adelanto, Ca. No memb. Sign 8:30-9:30 a.m. 25% brass. 714/246-6109 or 714/245-1246.

CRC california racing club
membership not required

Motocross

40% trophies awarded same day. Results after each moto. Tape recorded scoring. No mail entries. Gates open – 7:00, Practice – 8:00, 1st Race – 9:30.

Fun For The Whole Family

OCTOBER 28 – INDIAN DUNES
NOVEMBER 4 – RAWHIDE
NOVEMBER 18 – CARLSBAD
NOVEMBER 25 – INDIAN DUNES

BEGINNERS – NOVICE – INTERMEDIATE – EXPERT – MINI – POWDER PUFF
SCHOOL BOY CLASS (under 16 yrs old) – OLDTIMERS
(714) 688-1291 (213) 830-7519

MOTOCROSS RACES
EVERY SUNDAY FROM 9 AM
SPECTATORS: ADULTS $2 CHILDREN $1
MUNTZ MOTORCYCLE PARK
"THE GREAT AMERICAN FAMILY MOTORCYCLE RIDING PARK"
FILLMORE FRWY. AT TIERRA REJADA ROAD IN MOORPARK
VENTURA FRWY. WEST TO FILLMORE FRWY. (HWY 23) NORTH
TO TIERRA REJADA ROAD EXIT, TURN RIGHT TO PARK
INFORMATION CALL (805) 529-9546

$ DRA Desert Racing Assoc. Presents $
2nd Annual State Championship Hare & Hound
SUNDAY NOVEMBER 4
$50.00 CASH To 1st. Overall
2 Separate 38 Mile Loops
Beg., Nov., Am., Ex.
Iron-Ons To Entrants +
20% Trophies & Finisher Pins
Start 10:00 A.M.
Limed From Lucerne Valley To
Soggy Dry Lake Area
S.C.A.T. Radio-4/Wheel
Ambulance, Catering, Photos
$ (714) 373-4647 $

CRC california racing club
membership not required
FRIDAY NIGHT MOTOCROSS INDIAN DUNES
Results after each moto
20% Trophies same night
Longer motos. Practice 6:30
1st Race 8
Starts November 2
CRC 213 830-7519 714 688-1291 805 259-8000

All it takes
To begin your advertising campaign
Is a phone call
To the advertising department at Cycle News
213-427-7433

Desert
TEAM RACE OCTOBER 28
Stoddard Valley
Interstate 15 to Sidewinder Rd
(5 miles So. of Barstow)
2 Riders may Ride 1 or 2 bikes
Riders switch each lap
3-4 hrs of Racing With Grand Prix Finish
Don't Miss This One
The Biggest Fun Event Of The Year
20% Trophies & Finisher Pins
$8.00 per rider
$1.00 discount to CRC members
No Membership Required No Mail Entry
Beg-Nov-Jr-Ex
CRC (714) 688-1291

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CYCLE NEWS

NRA NATIONAL RACING ASSOCIATION
MOTOCROSS EVERY SAT
INDIAN DUNES
NO MEMBERSHIP REQUIRED
Beg-Jr-Int-Sr-PP-Mini
30% TROPHIES
100% CASH PAYBACK TO SR
8am Practice, 9:30 1st race
714-688-1291 805-259-8000

Desert
5-HR HARE SCRAMBLES
ARE YOU MAN ENOUGH!
NOVEMBER 4
(Get in Shape for Barstow to Vegas)
5 miles South of Barstow
on Sidewinder Road
Beg-Nov-Jr-Ex-Under 16-+35
20% Trophies & Survival Pins
$8.00 Post Entry No Membership Required
CRC (714) 688-1291

AMC
RACE SCHEDULE
Oct 28 – Saddleback
Nov 4 – OCIR
Nov 11 – Saddleback
INFO. 714-832-4555

RIDE SRA EVENTS
JUST FOR FUN!!! (213) 320-1015

Ascot

"Home of the National Numbers"
PRESENTS
The Golden State Championship
Friday, October 26 8:30 p.m.

★ Gary Scott — Mert Lawwill — Don Castro — DeWayne Keeter — John Hateley — Ron Moore ★

also returning **Oldies But Goodies Race** also returning

★ John Gibson 5 — Don Hawley 6 — Sammy Tanner 7 — Ralph White 15 — Ed Kretz Jr. 33 — Skip Van Leeuwen 59 ★

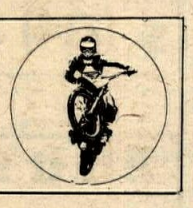
Future Attractions!
Speedway Racing
(¼ mile)
NOV 2 & 9
SRA Sanctioned

18300 S. Vermont, Gardena, California

SAVE $1.00
Good at any AMA Motorcycle Event at J.C. AGAJANIAN'S Ascot

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days
7am 'til dark
Moto-X Races every Sunday
2 miles west of Interst. 5
on Hwy 126 at Castaic
(805) 259-8000

IRWINDALE RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS



CALENDAR

MOTOCROSS
Escape Country, Trabuco Cyn., Ca. Open 7 a.m., prac 8, race 9. New course. 714/586-7964.

MOTOCROSS
Muntz Cycle Park, Moorpark, Ca. 805/529-9546.

D-27 MX
Tenino Spdwy., 9 mi. N of Centralia, Wash. 206/273-5822.

D-28 MX
Portland Int. Rcwy, W. Delta Park, 503/223-3743.

D-31 MX
Az. Desert Rcwy, 30 mi SW of Phoenix, Az. Az. Desert Racing Assn., 1408 E. Granada, Phoenix, Az. 85006. 602/352-1900.

D-35 SCRAMBLES
Delano, Ca. North Kern MC, 518 Ebell St., McFarland, Ca. 93250. 805/849-2689.

D-35 MX
Lake Madera, Ca. Explorer Post 305, 1832 Paul, Madera, Ca. 93637. 209/674-4042.

TT SCRAMBLES
De Anza Cycle Park, Sunnymead, Ca. Sign 8:30-10 a.m, prac 9:30, race 10:30. Sil. rqd. By TJE. Classes for everyone.

SCRAMBLES
Woodland Winter Track, Woodland, Wash. 5 mi. E of Woodland on Hwy. 503. Prac noon, race 1 pm. 100; 200; 250; 500. 206/225-3281.

MOTOCROSS
Santa Clara PAL Center, Lafayette & Hwy 237. Santa Clara, Ca. Dirt Riders Assoc. Sil. rqd. 262-0387.

D-37 CAL STATE 100 ENDURO
Lucerne Valley, Cal. Mail $6.50 and 2 SASE to DC MC, 1133 Sierra Ave., Santa Ana, CA. 92207. 714/557-0754.

MOTOCROSS
Lake Dolores, 20 mi E. of Barstow, Cal. Sign 7:30, race 9. Camping. 714/257-3315 or 714/252-2070. Barstow MC.

MOTOCROSS
Rialto Reach Out MX, Rialto, Cal. Jr., Ex. races. Pick up entry forms at your friendly neighborhood dealer. Info: 714/874-4422 or 714/874-0743.

CMC MX
Saddleback Park, Irvine, Ca. Prac 7:30, race 9 a.m.

MOTOCROSS
Rawhide Park, Elsinore, Ca. All classes. Race 9 a.m. 213/921-5466 or 714/689-0871.

TT SCRAMBLES
Elsinore Rcwy., Light MC. CANCELLED

TRANS AMA MX
Puyallup Raceway Park, Puyallup, Wash. 206/631-1550.

D-27 HARE & HOUND
14 mi N of White Salmon, Wa., Hwy. 14. Drifters MC, Box 1033, White Salmon, Wa. 98672. 493-2663.

CRRA MOTOCROSS
Yuma Cycle Park, 1 mi E of Yuma, Ari. on US 95. Box 5563 Yuma, Ari. 85364. Open 7 a.m., race 9. 602/726-0532 (night).

DRA HARE SCRAMBLES
Limed 17 mi N of Adelanto on Hwy 395 right side. 2-25 mi loops. Fun & easy. See ad this section. 714/373-4647.

D-27 MOTOCROSS
Hi-Side Park, Bremerton, WA. Bremerton Cruisers MC, Box 66, Manatee, Sta., Bremerton, Wa. 98310. 373-7444.

D-36 HARE SCRAMBLES
Wilesville, Ca.

CRC MOTOCROSS
Carlsbad Int. Rcwy., Carlsbad, Ca. No mail entry. Gates open 7 a.m., prac 8 a.m, race 9:30 a.m. 714/688-1291 or 213/830-7519. See ad this section.

AME MOTOCROSS
Rawhide Cycle Park, Elsinore, Ca. 213/675-1922 1-6 pm M-F. See ad this section.

Tuesday, Nov. 20

FLAT TRACK
Owyhee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. Race 8 PM. Camping. 208/375-6863 or 208/344-3041.

MINIS
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. All classes. Gates open 6 p.m, prac 6:30, sign till 7:30 sharp. 213/923-9132 or 213/861-4324.

Wednesday, Nov. 21

FLAT TRACK & TT
Corona Rcwy., Corona, Ca. Gates open 5 p.m, first race 7:30. 714/735-1705.

CMC MOTOCROSS
Ascot Park, Gardena, Cal. Sign by 6:30, race 7:30 PM. CMC only.

Thursday, Nov. 22

TT & FLAT TRACK
Trojan Spdwy., 5601 Southern Ave., South Gate, Ca. 90280. 100; 125; 175; 250. Sign 6-7:30 p.m. 213/861-4324 or 213/923-9132.

MOTOCROSS
Beg; Jr; Int; Mini. Corona Rcwy., Corona, Ca. Open 5 p.m., prac 6, race 7:30.

Friday, Nov. 23

D-36 SHORT TRACK
Santa Clara Cnty. Frgds., San Jose, Ca. Spdwy. Ent., 14 Camp Evers, Scotts Valley, Ca. 95066.

NMA MINI CROSS
Indian Dunes Park, Valencia, Ca. Minibike track. Sign 6-7:30 p.m. 805/259-8000.

ORANGE BOWL MX
Orange Cty. Int. Rcwy., Irvine, Cal. Sign 'till 6:30, prac 6-7, race 7:30. New course. 714/544-6420 or 714/979-9233.

MOTOCROSS
Owyhee MC, Boise, Idaho. Follow signs from end of Harrison Blvd. Camping. 208/375-6863 or 208/344-3041.

CMC MOTOCROSS
Irwindale Rcwy., Irwindale, Cal. Sign by 6:30 pm, race 7:30. CMC only.

MOTOCROSS
Corona Rcwy., Corona, CA. Jr/Int/Ex. Open 5, prac 6, race 7:30.

Saturday, Nov. 24

BARSTOW TO VEGAS
Hare & Hound. Limed 15 mi. E of Barstow, Cal. Mail entry closes 11-15. 2 SASE to San Gabriel Valley MC, 16217 Santa Bianca Dr., Hacienda Heights, Ca. 91745. 213/330-7756. They didn't say how much it cost.

Trans-AMA Motocross

10-28	Orlando, FL
11-4	Houston, TX
11-11	Phoenix, AZ
11-18	Puyallup, WA
11-25	Livermore, CA
12-2	Irvine, CA

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

Irving says: "The only way to let the world know of your coming events is to publish a listing in the Cycle News Calendar. Wouldn't it be just peachy to have a team from New Zealand show up at your next Poker Run? And the best thing of all is it's FREE, FREE, FREE. Just fill in this handy coupon (natch) and mail it. Our crack calendar editor will do the rest. Then stand back and watch the crowd.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

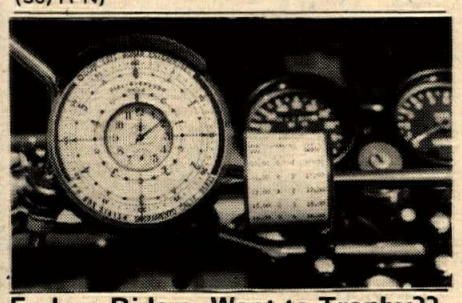
How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

WANT ADS

Wanted: Someone To Take Over Payments
on 1973 Yamaha 175cc. Never raced, perfect cond. Call Mike (213) 438-1514 after 5 p.m. (36/TFN)



Enduro Riders—Want to Trophy??
Enduro Computer — "Dial-A-Enduro". Only $29.95 EACH (Plus $1.00 Handling and Shipping. — California residents add 5% sales tax). Bonar Enterprises, 3128 Auburn Blvd., Sacramento, California 95821. No C.O.D.'s. (TFN)

250 Husky Reed Valve
Make that 250 a rocket. Complete installation (parts and labor), $100.00. Kit only for Bing carb., $36.50. Kit only for Mikuni carb., $30.00. Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

E — C POLISHING and PLATING. Aluminum, steel, brass. Call (213) 630-5639. (38/TFN)

New Roadracers For Sale
Brand new 350 Yamaha, water cooled. New 250 TD3 roadracers. Used 250 TD3 roadracers, used 250 TD2 roadracers, used 350 TR2 roadracers, used 350 TR3 roadracers. Many spare parts, new & used. Spare 250 engines. Spare 350 engines. Plenty of spare roadrace tires. Krober ignitions, 2—250 half-milers, 1—200 Yamaha production, 1—250 Suzuki production, 1—250 Yamaha production, Daytona seats. Call 8:30 to 5:00 (714) 465-9700 Dave Evans. (TFN)

'73 Yamaha 250 MX, Cherry
Konis or Aircool shocks, 350-front tire, ported, many extras, new Viking boots (10). $800.00 or offer. Dennis (805) 492-4241. (41/2x)

1973 TM 250 Suzuki, $625
Aluminum tank, Arnaco shocks, Petty fenders, xlnt. cond. (213) 346-6224. (41/2x)

'72, 250 — Super CZ $750.00
Engine built by Precision Cycle, Reed V., Mikuni, Arnacos, plastic tank, alum. bars, Akront & D.I.D. rims, new chain, sprocket, top-end, plastic fenders, & much more. Phone (213) 430-1603 or (213) 370-8822, call after 4:00 p.m. (41/2x)

4-Wheeled Green Meanie
'71 Ford Torino GT — low mileage (19,500), 429 c/in engine, auto/air, power, AM/FM radio, trick shocks, 5 near new tires, disc brakes, trailer hitch, green paint — black interior. A real buy at $2200 — owned by an "over the hill Powder Puffer". Call (213) 598-4173 or (714) 892-8206. (41/FTN)

Do I Have To Break My
other shoulder in order to sell brand new Elsinore ridden 4 times, perfect cond., 250 AJS, $295.00. Pettys, Mikuni. Will trade for mini bike. Call Mike (213) 399-4313. (41/2x)

Bultaco Parts Save
Up to 75% on good used Bultaco parts. Any year, any model. (213) 896-6209. (40/4x)

Husky, CZ, Maico, Sachs Specialists
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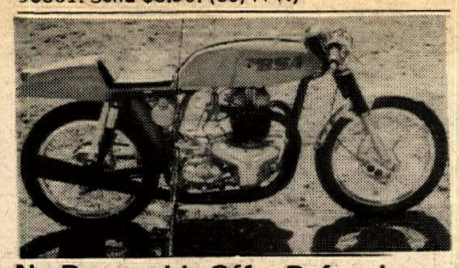

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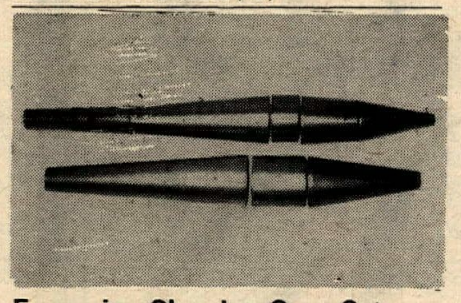

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Almost New CZ 400 — $850!!!
'73, super clean! $350 of extras and spares. Replica plastic coffin tank, fenders, Mikuni, Arnacos, Akronts, trick forks, etc. Nicer than a new one! (213) 675-6443. (42)

1971 CZ, folding pegs, Mikuni carb., good condition. Must sell, $395. (714) 523-3098. (42)

750cc HONDA FOUR engine, runs good, my spare engine, $500.00. (213) 969-2341. (42)

'73, 250 MX YAMAHA. VERY CLEAN, 6 mos. old, used for trail riding, $750.00. Call anytime, ask for Tom (805) 251-1743. (42)

Boss Yamaha
'72, 360cc eng., boss racing frame, A&A rear wheel, disc brake, front and rear, 2 pipes, lotsa extras. Set up for TT or Short Track. $1,000. Call Jim (415) 359-3462. (42)

'70, 175 Yamaha Desert
Van Tech springer, 32mm Mikuni, P.P.'s, Webco hi-comp. head & air cleaner and more! Never raced, $375. After 4 p.m. (213) 459-3929. (42)

Sell or Trade
'73½ Montesa V.R. Super fast and dependable, guaranteed to out run any 250 Honda. $1000.00 or best offer or trade for 125 Penton or 125 Honda. '71 Yamaha Mini Enduro, $225.00 or best offer. Must sell! (714) 879-2875. (42/2x)

Attention Pit Tootsies
Wedding dress for sell. Beautiful, white lace, worn once, $75.00 or best. (714) 879-2875. (42/2x)

'71 YAMAHA 250 MX, new top end 2nd over. Lowered frame, Girling shocks, good rubber, K&N bars, '73 gas tank, Petty fenders, ORV stickie, $415.00. (213) 325-2471. (42)

1973½ 250 CZ — Must Sell
Koni shocks, plastic coffin tank, 34 Mikuni. Ridden very little. Lost interest, must sell to pay debts. Asking $950. Rick (714) 530-0905. (42)

'71 CZ 360 — Need cash, $575.00 takes it. (213) 837-9940. (42)

'72½, 250 Husqvarna CR
Up & down pipes, Honda seals, etc. Fast & reliable, $750. (213) 772-5046. (42/5x)

'71½ Suzuki 185 Sierra
399, Flanders, GP grips, 21", heavy duty front end, 4.00 heavy duty back end, Curnutts, Filtron, ORV, street equipment & '73 tags. (714) 833-9563. (42)

'72 YAMAHA 100 ENDURO, AT-1. Trick forks, 21" wheel, Filtron, excellent beginner's bike, $325. (213) 868-5551. (42)

1972 CZ 125, Fast, Must See
You must see this baby to appreciate it. All the extras: Konis, Sunburst head, Reed valve, Mikuni, E.C. Birt pipe and more. Call (213) 728-1629 after 4, ask for Jim. (42)

'73 Maico 400
Two months old, broken leg, must sell. Excellent condition, $1,000.00. Call anytime (213) 372-7252. (42)

WANT ADS

The Flying Machine Factory
is just about off the ground. (213) 530-4656. (42)

'72 Titan 500 Suzuki
Very dependable machine, super cond., $600. (213) 829-1420. (42)

"BASSETT HOUND PUPPY" for sale. Registered, male, $75.00. Will give ½ to Rescue 3, had shots, desert ready. (714) 531-8320. (42)

1972 Husqvarna 250 CR
Many extras and in very excellent condition, $750. (213) 899-9624. (42)

Immaculate Suzuki TM400
Bought new Dec. '72. One tank gas through bike, extras. See to appreciate. (714) 796-7778. (42)

Good Greeves Charley Brown
'70 Greeves Griffon 250 MX, only $395.00. Many extras, see to appreciate. (714) 796-7778. (42)

'71 Bultaco Alpina Prototype
Fantastic, lightweight, street legal, 250cc enduro machine, $575. (714) 837-3676. (42/2x)

1973 SUZUKI TM125, $600. 1969 DODGE VAN, ½ ton with V-8, $1500. 1965 Pont. Lemans, V-8, trailer-hitch, $600. Call (213) 263-1804 or 572-8226. (42/2x)

Bultaco Parts
1973, 175cc head; barrel & piston (std.); pipe with J&R, $175.00. 2 Femsa top units, $30.00 each. 1 Femsa bottom flywheel set up (needs new unit), $25.00. (213) 325-0954. (42)

We Say Thanks To All
Largest 3 day sale ever held on November 2, 3, and 4th. Watch Cycle News for display ad and facts. Lemar Cycle Center, 1010 W. Chapman, Orange, Ca. Call (714) 633-0064. (42)

Anniversary Sale — '73 Monark
125's, $895.00. '74 Monark 50 MX's in stock. 50cc Gemini's, $199.00. 80cc, $249.00. Fuji 80's, $325.00. Gemini/Monark of La Habra, 535 W. Whittier Blvd., La Habra, Ca. (213) 697-3211. (42)

1973 BULTACO 350 Alpina, stored 3 months, $725. (714) 729-3150. (42)

1972 HONDA 500 K-2, good cond., stock, $900.00. (213) 882-2147. (42)

Free Helmet
'72 CZ 125, Revell pipe, bored, ported, Mikuni, Reed valve, cherry cond., $550. (213) 365-3040. (42)

Yamaha R5 For Sale
Engine and gear box blueprinted. Fresh top end, excellent condition. Owned by factory mechanic, $450.00. 8:30-5:00 (714) 522-9151, home (213) 943-7783. (42)

'73 Blueprinted Kaw. 250 MXer
Fresh engine, ready to race, comes with desert and motocross pipe, many extras. $750 or best offer. Call after 5:00 (714) 735-7862. (42)

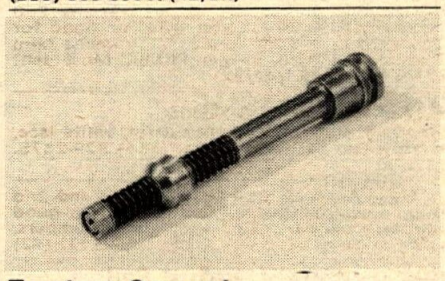
WANTED: FRONT FORKS to fit Super Rat. Prefer 1973-74 Wombat or C4000 Ceriani. Will pay to $65.00. AT1 or AT2 will pay $40.00 on condition. (213) 695-4710. (42)

'71 OSSA STILETTO. New engine, tire, and Filtron. Clean and in good shape. Asking $475.00 or will consider deal for Honda XR75. (714) 826-1915. (42)

Sacrifice — Sacrifice!
Yamaha 250 MX, $395. Late '70, super clean, "need money". (213) 865-6944. (42)

Maico 400 Radial — $900
Chrome-moly bars, Husqvarna front hub, Akront rims, Koni shocks, Wheelsmith pipe, pegs, brake arm, American Motocross tank, seat. Very clean machine. Also Honda Elsinore. (714) 530-3654. (42)

2 — 400 Huskys
1970, set for moto — down pipe, clean, ready to go, $650.00. 1971½, desert ready, Honda seals, long arm, fast, $795.00. Make offer. (213) 889-6950. (42/2x)



Zundapp Owners!
Have a shifting problem? For a positive cure write: Koba, 25907 Senator, Harbor City, Ca. 90710 or call (213) 530-5110. (42/2x)

Bultaco '71, 250cc Pursang
Excellent condition, $550.00. 2497 Purdue Ave., West Los Angeles, Ca. (213) 473-7281. (42)

Yamaha, '71, 175 MX
Webco high compression head, Hooker pipe, racing fork kit, 30 Mikuni, Filtron, lowered engine, new top and bottom end, new electrics. $250 or best offer. (213) EX 9-5663. (42)

'72¾ Monark 125
Ported, plastic tank, Pettys, G.P. swingarm, Suzuki 90 pipe, Filtron. Fast! Bought 11/72, ridden once since March. Xlnt. cond., $695.00. (213) 761-3135. (42)

'73 Yamaha 250 MX
Super excel. condition. Many extras, $800.00. (213) 869-0943. (42)

Honda 250 Elsinore
New condition — ridden 7 times, extras. Jets, cables, puller. Must sell immediately. After six p.m. (213) 776-0262. $925.00 firm. (42)

'70 Chantland Triumph 750cc
Very clean street and show bike with much horsepower. This is not a chopper, $1650.00. Call Chuck (714) 496-1001. (42/2x)

WANTED: Complete Maico forks, '71 or later. (916) 446-5059 or (916) 489-6086. (42)

'72 Bultaco Pursang 250cc
Extra clean, very little use. Must sell, $585.00. (213) 344-4991. (42)

Care To Be World Champion?
All you have to do is buy my super-fresh '73 Bultaco 250 Pursang for $725 and pretend you're Jim Pomeroy! (213) 894-5669. (42)

Triumph Trident 750, Sharp
Very nice 1969 — bought new in 1970. Excellent condition, must see to appreciate. Call Dave, must sell, asking $900.00. (714) 536-4339. (42)

Two CR125 Elsinores
Here's a chance to be No. 1 with the No. 1 bike in its class. Both for $1600.00. Excellent condition — never raced. After 6:00 p.m. (213) 828-2382. (42)

EARLY '71, 250 CZ. MIKUNI, Konis, downpipe, plastic tank and more. Very sano, $600 or best offer. (714) 825-0348. (42)

Speedway
'66 Jawa Eso, race ready, $700.00. (714) 828-7245. (42)

125 Elsinore
Super bike, illness forces sale. Extras, $625.00. After 6 p.m. (213) 786-0180. (42)

1973 Penton
Rahm fenders, ported, milled head, pipe, Akronts, super fast, $675.00. (213) 344-9769. (42)

18 Foot Smuggler
1973 rental unit, excellent condition. Make offer. (714) 537-2861. (42)

Honda 250 Elsinore — $750
Barum, Trelleborg tires, extras. Must sell cheap. Also Maico 400. (714) 530-3654. (42)

11 months HUSQVARNA 125 CR, xlnt. cond., extras, $749.00. (714) 828-0190. (42)

'73 DKW 125 MX
E.C. Birt barrel, head and pipe. Kal-gard top end, Springer forks; FRESH-HARDLY RIDDEN-QUICK. Call after 6:00 p.m. $575.00 FIRM. (805) 495-5134. (42)

Spread Your Legs:
and ride a '70 DKW-Sachs. Strong 125 engine & trans. by Koba. Floater brakes, heavy duty spokes, Akronts, excl. knobs, front & rear, plastic fenders, Magura controls, Girlings, Immaculate, $475.00. (213) 336-4725. (42)

WANTED: Flywheel for AT-1 magneto. About $10. Bob or Steve (213) 820-4257. (42)

1972½ Yamaha 250 MX
Konis, Filtron, extras, like new, ready to go, perfectly maintained, $650.00. (714) 532-1792. (42)

TRADE — MY '73 MAICO 400. 3 months old, (silver frame, D.I.D. front, pep pipe) for your Yamaha 250 YZ or sell. (714) 686-8458.

Karsmakers' Works Engine Mark Blackwell's AMA No. 1
Mt Husqvarna blueprinted
by ex-Husky rider Pierre Karsmakers
Alloy tank, lathed forks, plastic fenders, moto-plat, etc. — spare pipe, petrol tank, cables, etc. — $795.00. Steve (213) 340-8292. (42)

1972½ Husky 400 CR
Injury forces sale. Mint condition, lo miles, every extra. Arnacos, custom seat, much more. $950/offer. Trade for Alpina or trials. (213) 349-2625. (42)

'72 YAMAHA 250-MX. Has Filtron, O.R.V., and muffler. Near stock condition, excellent bike and buy at $575.00. (Saugus) (805) 251-1928. (42)

'72 CZ 250 — 95% stock, xlnt. condition, $700.00. Evenings (213) 829-4114. (42)

Trackmaster Frame
For 250 or 360 Yamaha. Includes tank and foot pegs, $250. (805) 948-8910. (42)

1971¾ SUZUKI 125 MX. SUPER CLEAN, sharp & fast. Many xtras. Call for info., after 3 p.m. (213) 728-1457. (42)

Wanted...Leathers — Trailer
Road race leathers, 5:10, 170 lbs. 1—3 bike trailer. Call Mike (714) 547-5893, Ext. 234 days, (714) 542-3809 evenings. (42)

1971¾ HUSKY 400, never raced, outstanding condition, many extras, $850. (213) 429-3991. (42)

Ultimate 100 Class Yamaha
Entire engine brand new. Has everything possible. Over 30 trophy winner in one year, one of fastest 100's in state. Over $800 invested, sacrifice $400. (213) 374-0858 (John), or 498-3184 (Tim). (42)

"Fly Uncle Donny"
at the Flying Machine Factory. (213) 530-4656. (42)

HODAKA SUPER RAT, '72½. With Precision Cycle Reed valve, expert porting, $350 or best offer. Ph. (213) 325-8064. (42)

1972, 400 CZ. ALUMINUM alloy G.P. gas tank, 34mm Mikuni carb., Koni's with Girling springs, all plastic fenders, custom down pipe, ¼ turn throttle, ACK manifold, 450 knobby, plus tools. After 6 p.m. (213) 831-5094. $825. (42)

Factory CZ
This isn't. Set up good it is. Konis, Mikuni, plas. tank, Rahm fenders, lowered pegs, fork work, Filtron. Strong & fast, handles gourmet! Ask for Leigh, days (213) 829-2226, nites (213) 394-6081. (42)

1970 YAMAHA 90 MX, 1972. TOP END, expansion chamber, Cheng Shin knobby, P.P. fender, xtras! $250. (213) 843-2616. (42)

'70, 250 CZ & Minibike
Works barrel & head, fresh engine & carb., new 4.75 Barum, & plastic tank. Very immaculate and fast, $625.00. Cat Minibike; clean, $65.00. (213) 336-4725. (42)

LATE '72 BULTACO 250 ASTRO. Fresh motor, matched & polished ports, Mikuni, T.T. pipe, Diamond primary chain, Boge shocks, extra parts. Clean & fast, $750.00. (213) 428-1951. (42)

400 Suzuki — $295!!!
Will sell motor, wheels or other parts separately. Good condition. Bike is sorta disassembled. (213) 675-6443. (42)

CZ & XR75
1971, 400 CZ, completely stock, excellent condition, $600.00. 1973 Honda XR75, showroom condition, $275.00. Forced to sell immediately. Call after 6:00 (714) 536-4379. (42)

'71, 125 Yamaha
See to appreciate! Like new! Enduro built to MX. Fast and reliable! 21" front wheel, long pipe, extras. $35.00 or best offer. (213) 675-5127. (42)

1972½ Penton 125, Clean
Never raced, pipe, Konis, $475. Telephone: (213) 367-8510. (42)

'70 Bultaco 250 Pursang
3.7 gallon gas tank, full coverage skid plate, Filtron air filter element, runs good, very dependable. PRICED TO SELL, $299.00. (213) 244-0062. (42)

'71½ HODAKA SUPER RAT. Reed valve, Petty fenders, custom Filtron, desert pegs, desert bars, excellent cond., $300.00. (213) 377-6533 evenings. (42)

'71 YAMAHA 250 DT-1-E MX. Never raced, Filtron, fork brace, Curnutts, metal pegs, lowered, ported, new chain, extra equipment, $500.00. (213) 688-4317 before 4 p.m. (213) 660-2195 or 780-4195 after 6 p.m. (42)

'73, 250 CZ
Very fast, excellent condition, Akronts, Titanium bars, 3 tanks, and more, $850.00. Call (714) 639-6141 or 538-5094. (42)

'73 Suzuki 125 TM
Less than 10 hrs. on bike. Excellent cond., J&R silencer, Hallman bars, control covers. One of the fastest 125 M.X.'s around, $550. (213) 927-4666 (42)

'72, 250 CZ
Curnutts, plastic tank, Akronts, quick throttle. Runs good, just needs pipe. $700 or best offer. I need $. Call after 7:00 p.m. (213) 667-3027. (42)

250cc Kawasaki Prototype
F11m Motocrosser — only 200 made — many spare parts that weren't needed because this machine is dead reliable. Asking $950.00. Ask for Skip (714) 688-7399. (42)

Experienced Mechanic Wanted
Two and four stroke mechanic with ability and desire to teach apprentice mechanics. Salary open. Send handwritten resume and recent photo. Box 1986, Salt Lake City, Utah 84110. (42/2x)

Motorcycle Salesman
Salary plus commission. Ted Evans M/C, 13347 West Washington Boulevard, Los Angeles, Ca. 90066. (213) 390-3406. (42/2x)

1969 BULTACO PURSANG, $325.00. 1971 Bultaco Pursang, $425.00. 1971 Harley Baja 100, $295.00. Trade welcome. (213) 359-4548. (42)

Become An Expert For $3.50
The new ESCAPE BY TRAIL BIKE, second edition is out — and on sale — at: Cycle News, P.O. Box 498, Dept. Chris, Long Beach, Ca. 90801. Send $3.50. (35/TFN)

'73, 100 Yamaha MX
Excellent, Curnutts, P.P., ported, steel pegs, plastic levers, fast, motocross or desert. A true winner, $350. (213) 863-6885. (42)

400 CZ
Fresh engine, meticulously maintained, looks clean and runs well. Everything for $700. Located in Buena Park. For full information call (714) 871-3086. (42)

TM 250 SUZUKI, LATE '73 — Never raced, cherry, Barum 425 rear, 350 Cheng Shin front tire, Modesett pipe, Uni-levers, fork protectors, Diamond chain, K&N filter, Boge shocks, non-breakable fenders — $775.00 or best offer. (714) 637-1938. (42)

FANTASTIC: RICKMAN-METISSE 500 Triumph. Ride Barstow-Vegas in comfort-style. 1973 license, Curnutts, finely rebuilt engine, $850.00. (714) 242-3341. (42)

'71 Harley Baja 125
Xlnt. condition, new tires, fast, many extras, $375/offer. (213) 697-6692. (42)

1972 YAMAHA DT2MX, fast, many extras, best offer. (213) 941-9876. (42)

1972 Husqvarna 450 WR, $1050.00
New engine, extras over $2000.00 invested. Sell or trade for '74 Yamaha 360 Enduro with license. Call (213) 425-2068. (42)

250 BULTACO Pursang, good condition, many extras, $400.00. (213) 479-0576. (42)

Special CZ Sale
$25.00 under dealer's cost plus set-up, tax and registration. Ted Evans M/C, 13347 West Washington Boulevard, Los Angeles, Ca. 90066. (213) 390-3406. (42/3x)

'48 NORTON 500 SINGLE, super clean, ride it. $750.00. (415) 924-6730. (42)

'71 HONDA SL70, big carb., cam, pipe, immaculate condition, $245.00. (213) 883-6780. (42)

1973 SUZUKI TS-100. ALMOST BRAND NEW, $75.00 and take over payments, $303 balance. Less than 200 miles on bike. Call (213) 438-3032 after six. (42)

New '73 DKW's, Only $695.00
Hurry! There's only a few left! Suzuki Lemon Grove (714) 461-1960. (42)

TRI. 500 in Bultaco Metisse frame, Akronts, new tires, $495.00. 1966 EL CAMINO, 283 stick, custom interior and tarp, $1450.00. (213) 444-4709. (42/2x)

'71½ Yamaha 90 MX
Filtron, P.P., modified filter, like new, never raced, $290. (213) 373-4620. (42)

'71 Honda SL100, $325, Dirt Bike
Great condition — very reliable, very fast, $250 in extras. (213) 275-9091. (42)

'73 Suzuki 250 MX
Perfect condition, super clean, never raced. New handlebars, fenders, Girling shocks, Soundmaster, MX pegs, jersey, parts, tools, manuals & much more — she kicks ass. (805) 259-2292. (42)

'73½ Monark 125 MX
Konis, Filtron, Maico fenders, plastic tank & many more extras. Showroom cond. Must sell, $760 or best offer. (213) 363-3814. (42)

'72 HONDA Mini Trail, stock in every way, hardly ridden, $160.00. (213) 372-3284. (42/2x)

Cycles For Sale
'73 TM250 Suzuki, $500.00. '73 ATC70 Honda, $300.00. '72 XL250 Honda, $500.00. '73 4-cycle trailer, $200.00. 3 Bell Star helmets, 7, 7½, 8, $30.00 each. (213) 867-9867 or 634-2162. (42)

'69 SACHS 125. KAL-GARD, PISTON, Akront, Pettys, Filtron, plastic levers, Poppy ring, Kwik! $250.00. Call after 5:00 p.m. (213)767-4259. (42)

'71½ Baja
Skid plate, folding pegs, shift kit, $300.00. (714) 628-4460. (42)

FANTASTIC BUY! "72" DKW about 400 miles. Must sell — take over payments, excellent condition, owe about $450. Call after 5:30, ask for Reggie (714) 776-8241. (42)

'59 VW DUNEBUGGY, shortened pan, roll bars, etc. $200. (213) 641-8839. (42/4x)

'73 TM 125 Suzuki, $575
Super clean, less than 30 hours, fast? Heck ya. Hurry. (213) 572-7156. (42)

YAMAHA 250 MX, clean, runs excellent, extras, $395. (213) 395-3883 or (213) 476-5410. (42)

TRADE: Suzuki TM-250 for street legal bike. (213) 634-3609. (42)

Triumph 650 Metisse
1968 engine, Ceriani forks, E.T. ignition, less than 2000 miles total on machine from new assembly, $850.00. 7044 N. 21 St., Phoenix, Ariz. 85020. (602) 944-4348. (42)

1973½, 175 PUCH, trail ridden only. Fast, excellent condition, $760. (714) 495-4932. (42)

'73 DKW, 6 Speed, $575
E.C. Birt pipe & trans. mod., plastic tank & fenders, Betors, Filtron, new in July, little use, fast, reliable, includes orig. tank & fenders. (714) 838-9143. (42)

1972 MONTESA CAPPRA. 5 speed, clean, fast, & dependable. New top end, must sell, $500/offer/trade. Also '61 Dodge Panel. (714) 539-1102. (42)

1972 CZ
Good shape, spare tank, Akronts, H-D spokes in rear, Koni shocks, $650.00. (213) 344-9769. (42)

'72 Yam. 250 MX
Above avg. cond., extras, new tire, $675.00. (714) 551-1678. (42)

WANT ADS

Uncle Donny
Wants to see you at the "Factory", 1418 259th St., Harbor City, Ca. (213) 530-4656. (42)

'73 Penton 125
D.I.D. rims, small tank, stock B eng., new Konis, excellent cond., $675.00. '71 Suzuki 90, perfect trail bike, $150.00. Call (213) 886-1280. (42)

'69 HUSKY 400. New piston, ring, trans., extras, $650. (714) 628-2535. (42)

1973 Suzuki TS 400
850 miles, showroom new, must sell at $725.00. (213) 691-8881. (42)

"1970 PURSANG 250cc", "0" time on $250, rebuild, nickelframe, clean, $338. (213) 839-9381. (42)

1972½ Penton 100cc
Winner of trip to Europe series. Like new, complete over hauled, bored over once, super fast. Rahm side panel, $595. (714) 832-4555. (42)

Yamaha Enduro
1970 Enduro. Must sell, $375 or best offer. (714) 636-5819 anytime. (42)

'70¾ Husky 400
New tires, Curnutts, Honda seals, & more. Hasn't been ridden since '71 Elsinore Grand Prix. Cream Puff, $600.00. (714) 492-1351. (42)

BULTACO '72 Pursang 250, good shape, extras, $600. (213) 243-9333. (42)

1971 Husky 400 MI
Excellent, spares, fast, must sell. (213) 556-0316. (42)

'71 SUZUKI 250 Enduro, excellent cond., low mileage, $400. (213) 941-0462. (42)

1971 Suzuki 400 — Clean — $450
Curnutts, Torque pipe, Diamond, Maguras, skid plate, plastic fenders & airbox. (213) 349-0334. (42)

250 PENTONS IN STOCK
STEVE HURD MOTORCYCLES (213) 726-1002
111 E. Whittier Blvd., Montebello, Calif. 90640
Also — Aragon Trailers 1-5 rail

'73 Penton
125, ported, Mikuni, Filtron, fenders, pipe, like new, $650. (213) 459-1309. (42)

Free 1973 Mini Enduro
Largest 3 day sale ever held on November 2, 3, and 4th. Watch Cycle News for display ad and facts. Lemar Cycle Center, 1010 W. Chapman, Orange, Ca. (714) 633-0064. (42)

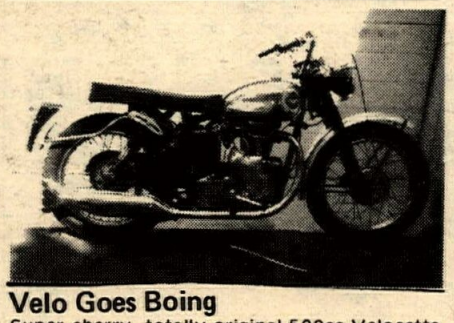
Demo Model
Dealer cost on 125 MX, Hodaka. Used only as a Demo bike. Better than new, $557.00. (213) 337-6811. (42)

New Hodakas Sale
1 — 1974, 100 B, $395.00. 2 — 1974, 100 Steens Hodakas, $300.00. 1 — 1974, 125 Enduro, $550.00. (213) 337-6811. (42)

8 Ft. Cabover Camper Shell
Globe slide-in for 8 ft. bed trucks. Insulated; 2 interior lights. The perfect camper to haul 3 bikes (inside) & still keep your body warm! $275.00. (213) 325-0954. (42)

Free Sample Copies East-Dixie & Central
Now 2 free samples for the postage of one! Read all about it back East, down South, and from the rockies to the gulf in Central. Send 50¢ in coin or stamps, with your address to Cycle News, P.O. Box 498, Long Beach, Ca. 90801. Get latest East-Dixie & Central editions by return mail. (TFN)

WIFE'S '68 KAWASAKI BUSHWHACKER 175cc. Electric start, Filtron, fork brace, rebuilt engine. street or dirt. Basket case. all parts available, make offer. (213) 644-4295. (42)



Velo Goes Boing
Super cherry, totally original 500cc Velocette Venom, 1964 model. 6000 orig. miles, never been apart, doesn't need to be with manuals, parts books, etc. $850.00 or trade for clean Triumph Trident or BSA Rocket "3". (213) 332-2091. (42)

1973, 250cc Bultaco Pursang
Excellent condition — brand new top & bottom end; Diamond primary & rear chain; 3½ gal. tank; skid plate; 3:50x21 6 ply front; brand new 4:00x18 rear; Monarchs; many spare parts, $695.00. (213) 325-0954. (42)

'71 Maico, $450
250, E.C. Birt engine, 34 Mikuni, 2 pipes, excellent condition. $450 or best offer. Must sell. Call after 7 p.m. (213) 682-2214. (42)

FOR SALE: PMC plastic tank, good cond., no dings, $20. (213) 541-6261. (42)

'71 YAMAHA 175cc, REBUILT ENGINE with new transmission, runs strong, never been raced. Must sell, many extras. Call Chuck (213) 329-6284. (42)

CZ CZ CZ CZ CZ CZ '71
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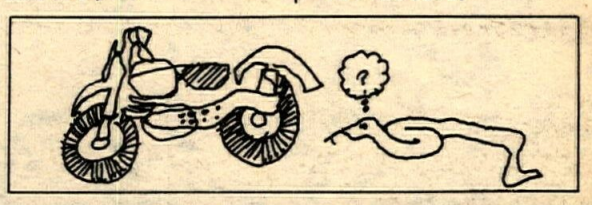

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World Champion in 125cc motocross at age 17 — Andre Malherbe on the very special works Zundapp.

Continued from page 18

described in Europe as "suave" which does describe his riding style if not his still-adolescent personality.) and Suzuki, in second, kept closing all the way to the finish. The white flag came out, then the checkered and the finishing order for moto one was Malherbe (Zun), Suzuki (Yam), Schneider (Zun), DeRoover (Hus), Mingels (Bul), Van der Broeck (Hus), Piron (Hus), Boven (Mon), Combes (Mon), Olsson (Hus).

Fritz Schneider really did have this course dialed better than anybody and led up the hill into the first turn when the gate dropped the second time. Behind him, with good starts for a change, were Michel Combes, an authentic French Montesa teamster, and Suzuki in third (On Yamaha. It's tricky to keep that part straight.) They held position for the first lap as Boven (Mon) and Mingels (Bul) engaged in a fierce dice for fourth in a Spanish factory rivalry model. Fifteen minutes into the moto, Schneider had a 60 ft. lead on Suzuki. Malherbe was even further behind the Japanese and not gaining. Mingels and Boven were definitely out to do each other in; both are Belgian, both on comparable Spanish machinery. While they were pre-occupied racing each other, another Belgian, DeRoover (Hus) passed them both.

With 30 minutes gone, Schneider was still coming around first, followed by Suzuki. The battle between Mingels and Boven was dampened somewhat when Mingels seized up the Pursang's motor. It ended definitively when the bolts holding the rear sprocket on Boven's Montesa sheared and he, too, was through for the day.

With only two laps to go, Tarao Suzuki's moto-long "full gas" charge continued, finally taking him past Fritz Schneider. On the final lap, Schneider saw that he couldn't repass Suzuki within the remaining three minutes (approximately) so he backed off, letting Zundapp teammate Andre Malherbe ride past him into second and the 125cc Motocross World Championship — a half lap from the finish. It was one of the most striking examples of effective team riding seen in a long while. Schneider motored across third and third overall in the final 125cc world standings, having guaranteed a Zundapp factory win.

Finishing order for the final moto saw Tarao Suzuki out front and going away; then Malherbe, slipping by his teammate, for the Zundapp victory; Schneider, DeRoover, Combes, Beaumont, and Olsson. Had Schneider not backed off, fast Tarao S. would have won with 3-1 finishes.

For virtually all the 19-20 year old riders, it was their first year in Grand Prix-type motocross competition. However, most of them will not be racing 125 GP's next year as they get "discovered" by the factories and many move up to the 250 class of international motocross. Notable exceptions may be Malherbe and Schneider as Zundapp doesn't export any motors over 125cc and appear to be totally dominant in the class. U.S. fans will get a chance to see Suzuki on a monoshock Yamaha during the TransAMA series this fall. ●

Final Results

125cc World Motocross Championship: 1. Andre Malherbe (Zun) Belg., 1-2. 2. Tarao Suzuki (Yam) Japn., 3-1. 3. Fritz Schneider (Zun) W. Ger., 2-3. 4. Michel Combes (Mon) Fran., 8-5. 5. Nils Olsson (Hus) Swed., 9-7.

1973 Trans-AMA Series

5 RACING MEETS - 3 WINS!

MAICO

OUT IN FRONT AND CHARGING!

FACTORY POINT STANDINGS

MAICO	**650**
Yamaha	476
Suzuki	427
Husqvarna	204
Bultaco	200

RIDER POINT STANDINGS

ADOLF WEIL (Shown)	**MAICO**	**410**
Pierre Karsmakers	Yamaha	359
GERRIT WOLSINK	**MAICO**	**345**
WILLI BAUER	**MAICO**	**339**
Roger DeCoster	Suzuki	310

NOTE THAT 3 OF THE FIRST 5 ARE MAICO RIDERS

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